

(2) Individual Ready Reserve (IRR)

(a) The IRR is a manpower resource used by HQMC to provide individual augments, combat replacements and unit fillers to source operational manpower requirements.

(b) Marine IRRs will be issued appropriate recall orders, once approved by D/C, M&RA and authorized by SECNAV (M&RA). CMC (MPP-60) may task MARFORRES (MOBCOM) to issue activation orders during a contingency. MCO P3000.19, MAID-P, reference (d), contains additional information on the IRR recall procedures.

3. Manpower Mobilization Assignment System (MMAS). The MMAS is the collection of systems, processes, and procedures used to provide an adequate manpower surge capacity for the Marine Corps. Assignment of Total Force manpower will occur as a result of executing the MMAS family of systems in conjunction with manpower planning factors and CMC guidance. Appendices 1 and 3 of annex C to the MAID-P (MCO P3000.19) outline planning factors and manpower models to activate Reserves and deploy the force.

a. Active Component (AC). Consists of all USMC operating forces and supporting establishment. The force is staffed by monitored command code (MCC) vice T/O.

b. Reserve Component (RC)

(1) Ready Reserve. The Ready Reserve consists of Reserve units and individual members who are liable for immediate active duty during war or national emergency. The Ready Reserve includes the Selected Reserve and the Individual Ready Reserve (IRR). Members of the Ready Reserve, minus AR members, may be called to active duty in time of war, national emergency proclaimed by the President, or declared by Congress or when otherwise authorized by law. USMCR units will be used to meet Combatant Commander (CCDR) Request For Forces requirements. IMA members will be used to fill their AC T/O line number. Members of the IRR will be used to fill combat replacements, AC individual augmentation, and USMCR unit shortfalls.

(2) Standby Reserve. Members of the Standby Reserve can be ordered to active duty only after the Secretary of the Navy has determined there are not enough qualified members readily available in the Individual Ready Reserve.

c. Retired Component

(1) Category I Retirees. Category I retirees are non-disability retirees, under the age of 60, who have been retired for less than five years. This is the primary population of retirees that would be recalled to active duty in time of war, national emergency proclaimed by the President, or declared by Congress, or when otherwise authorized by law. They would not only be used to expand the CONUS supporting establishment, but may also be employed in noncombatant billets in the operating forces if suitable individual reservists are not available. These retirees are also available for pre-assignment to contingency billets.

(2) Category II Retirees. Category II retirees are non-disability retirees under the age of 60 who have been retired 5 years or more. They are assigned to billets the same as Category I retirees.

(3) Category III Retirees. Category III retiree classification is comprised of any retiree, over age 60 including those retired for disability, other than Category I and II. This manpower asset will be called only after it is clear that there are no other available manpower resources. With few exceptions, these retired Marines will be used only in the CONUS supporting bases and stations.

5002. FDP&E MANPOWER PLANNING AND SOURCING. This Section outlines planning procedures/responsibilities for the Marine Corps component commander and HQMC Manpower Planners, (POC/M&RA) prior to, during, and after Sourcing and Refinement Conferences. Actions may be accomplished concurrently within each phase or consecutively, depending upon whether the action is performed in a sequential hierarchy or independent of other steps.

1. Receive and analyze the mission. In the receive and analyze mission phase, the CCDR tasks the COMMARFOR to develop a force list based upon the mission assigned for each plan. The Marine Corps component commander will

execute the MCPPE and convene the DOT to develop the force list during initial planning and refine during the sourcing conference. The DOT will include manpower planners to ensure all manpower requirements are accurately identified to initiate necessary manpower planning actions required for assignment and/or future augmentation.

2. Development of the CONOPS. During this phase, the component commander certifies the manpower requirements to the CCDD for finalization of annex A to the plan or subsequent rotation of forces during execution of follow-on operations. The supported MARFOR and D/C, M&RA are responsible for publishing manpower R&FI guidance for inclusion in Total Force Manpower Guidance message and plans.

3. Determine requirements. During this phase, USMC/USN combat personnel replacement requirements, initial individual augmentation (IA) and backfill requirements are outlined to determine initial deployment support augmentation and reinforcement requirements. This will include base, air station and Medical Treatment Facility (MTF) predeployment requirements to support the force deployment process.

4. Phase Deployment Flow. See Chapter 3.

5. Source Requirements

a. The supported MARFOR sources manpower requirements from assigned/attached forces. Supported MARFORs submit a Request for Forces to the supported CCDD identifying unsourced manpower requirements. CMC action per MAID-P (MCO P3000.19) and JOPES VOL I processes activation requests for RC if required. Appendix 6 of annex C from the MAID-P (MCO P3000.19) outlines the casualty replacement process and model in more detail. The USMC Casualty Estimation (CASEST) model will be employed at the MEF/MAGTF level. The manpower planners and operations planners must input data into the model based upon current operational situation and assumptions contained in the CONOPS and CMC planning guidance. MMAS CASEST model output by grade and MOS stratification are used in TPFDD development and to determine Navy echelons of care for medical support and MEDLOG.

b. The supported CCDR attempts to source from assigned/attached forces. The CCDR builds RFF/RFC (per CJCSM 3120 and JOPEs VOL 1) and submits the request to CJCS, info CMC. CJCS vets, prioritizes, staffs and routes to force providers for a sourcing solution COA. Sourcing solution COAs are developed and submitted with recommended sourcing solutions.

c. The CJCS issues a DEPORD for the SecDef approved sourcing solution. The supported COMMARFOR issues the "Report For Planning" message. This message notifies COMMARFORRES and USMCR units that activation is approved and manpower actions required for "alert" must be accomplished to start predeployment benefits.

d. Supporting CCDRs and MARFORs issue DEPORDs, and JFCOM/MFL request CMC direct USMCR activation. CMC requests the authority to mobilize/activate USMCR forces. CMC receives authority, via CJCS and SECNAV, to mobilize/activate USMCR units. CMC directs COMMARFORRES to activate units specified in DEPORD.

e. CMC/CNO is responsible to activate other RC/Retired Manpower requirements not specified in the DEPORD for individual augmentation (IA)/Individual Mobilization Augmentee (IMA), individual combat replacements or deployment support augmentation requirements identified during either planning or execution phases.

f. Requests for individual augmentation and IMA requirements are submitted to CMC (MP) via appropriate COMMARFOR and/or command/agency.

6. Tailor Requirements. The supported CCDR refines force/sustainment requirements to include identifying individual augmentation and combat replacements based on mission analysis. CMC is an info addressee; to continue manpower processes in support of follow on force flow as required in the TPFDD.

7. Validate Movement Requirements. The supported CCDR validates movement requirements and sourcing. During this phase, the Operations and Manpower Sections enter data into JOPEs from MCMPS utilizing MDSS II to pre-manifest ULNs assigned to allocated lift assets.

8. Marshall and Move to POE (R&FI). The GFC conducts R&FI of AC/RC unit personnel and reports, via message traffic, force integration/assumption of OPCON per CMC TF manpower and planning guidance.

9. Manifest and Move to POD. During this phase the DUC and Supported MARFOR submit manifest data and load documentation. They also report integration/assumption of OPCON to the supported CCDR and subsequent force closure in theater.

10. Move to Final Destination. Manpower reporting via SITREPS or other means certifies personnel movement to the Tactical Assembly Area and forward movement.

CHAPTER 6

GLOBAL FORCE MANAGEMENT PROCESS

	<u>PARAGRAPH</u>	<u>PAGE</u>
PURPOSE	6000	6-2
THE ASSIGNMENT, ALLOCATION, AND APPORTIONMENT RELATIONSHIP	6001	6-3
GLOBAL FORCE MANAGEMENT REQUEST FOR CAPABILITIES (RFC)/REQUEST FOR FORCES (RFF) ALLOCATION PROCESS	6002	6-5
GLOBAL FORCE MANAGEMENT ROTATIONAL FORCE ALLOCATION PROCESS	6003	6-7

6000. PURPOSE

1. Global Force Management (GFM) will integrate complementary assignment, apportionment, and allocation processes into a single process. GFM aligns force apportionment, assignment, and allocation methodologies in support of the defense strategy and joint force availability requirements. It provides comprehensive insights into the global availability of U.S. military forces and provides senior decision makers a process to quickly and accurately assess the impact and risk of proposed changes in forces/capability assignment, apportionment, and allocation. Global Force Management goals are:

- a. Account for forces and capabilities committed to ongoing operations and constantly changing unit availability.
- b. Identify the most appropriate and responsive force or capability that best meets the combatant command requirement.
- c. Identify risk associated with sourcing recommendations.
- d. Improve ability to win multiple overlapping conflicts.
- e. Improve responsiveness to unforeseen contingencies.
- f. Provide predictability for rotational force requirements.

2. GFM will enable the SecDef to make proactive, risk-informed force management decisions by integrating the three processes of assignment, apportionment, and allocation to facilitate alignment of operational forces against known allocation and apportionment requirements in advance of planning and deployment preparation timelines. The end result will be timely allocation of forces and capabilities necessary to execute combatant command missions (to include theater security cooperation tasks), timely alignment of forces against future requirements, and informed SecDef decisions on the risk associated with allocation decisions while eliminating ad hoc assessments.

3. GFM Scope. The Unified Command Plan (UCP), reference (j); Forces For Unified Commands Memorandum (Forces For), reference (n); and the Joint Strategic Capabilities Plan (JSCP), reference (f), are the baseline documents that establish the policy and procedures in support of Global Force Management. Global Force Management will include:

a. Direction from the SecDef as to assignment of forces to combatant commands.

b. The force/capabilities allocation process that supports combatant commands for both steady-state rotational requirements and Requests for Capabilities or Forces in response to crises or emergent contingencies.

c. The apportionment guidance the Joint Strategic Capabilities Plan (JSCP), reference (f).

6001. THE ASSIGNMENT, ALLOCATION, AND APPORTIONMENT RELATIONSHIP

1. The current relationship between the three force management processes is complex. The purpose of GFM is to transform these three stove-piped processes into a predictive, streamlined and integrated process supported by net-centric tools that integrates risk management. Authoritative documents that govern the three processes follow:

a. Assignment. U.S. Code Title 10, reference (g), sections 161, 162 and 167, outlines force assignment guidance and requirements. The President, through the Unified Command Plan (UCP), reference (j), instructs the SecDef to document his direction for assigning forces in the memorandum entitled "Forces for Unified Commands", reference (n). Per U.S. Code Title 10, reference (j), section 162, "the Secretaries of the Military Departments shall assign all forces under their jurisdiction to unified and specified combatant commands...to perform missions assigned to those commands. Such assignment shall be made as directed by the SecDef, including direction as to the command to which forces are to be assigned."

b. Allocation. Per U.S. Code Title 10, reference (g), section 162, "a force assigned to a combatant command...may be transferred from the command to which it is assigned only by authority of the SecDef; and under procedures

prescribed by the SecDef and approved by the President." Under this authority, the SecDef allocates forces between combatant commanders.

c. Apportionment. Per U.S. Code Title 10, reference (g), section 153, "the Chairman of the Joint Chiefs of Staff shall be responsible for...preparing strategic plans, including plans which conform with resource levels projected by the SecDef to be available for the period of time for which the plans are to be effective." Per the JSCP, reference (f), "apportioned forces are major combat forces and selected support forces provided to combatant commands for contingency planning. They are forces projected to be available for employment during the period of time for which the plans are effective." The CJCS apportions forces to combatant commands based on the SecDef's Contingency Planning Guidance, reference (z).

2. The relationship between the assignment, apportionment and allocation processes will transition over time to a single, integrated capabilities based process that supports the Defense Strategy. The objective is to proactively identify strategic/military risk and develop mitigation options given an imbalance between:

a. The current force/capability supply (those forces/capabilities assigned to combatant commands as well as service unassigned forces/capabilities that support U.S. Code Title 10, reference (g), functions.

b. Current force/capability demand (forces/capabilities allocated to combatant commands in support of combatant command assigned missions).

c. Potential future demand (forces/capabilities apportioned to combatant commands for adaptive planning).

3. Aligning the three processes under Global Force Management is the interim step. As the GFM data initiative fields usable tools and capabilities, GFM will enable the Joint Chiefs to manage force availability and the Primary Joint Force Provider to monitor force availability over time, identify risks to execute combatant commander missions, forecast sourcing challenges to execute contingencies, and project Reserve Component unit mobilization/availability.

6002. GLOBAL FORCE MANAGEMENT REQUEST FOR CAPABILITIES
(RFC) / REQUEST FOR FORCES (RFF) ALLOCATION PROCESS

1. The Process. This portion lays out the process, roles, missions and functions to support the sourcing of combatant command requests for capabilities and forces to support emerging or crisis-based requirements. This process is executed in eight steps (also depicted in Figure 6-1):

a. Step 1. Combatant commanders submit RFF/RFC to support emerging operational requirements to the Joint Staff. The Joint Staff validates the RFF/RFC.

b. Step 2. The Joint Staff determines if the requested capability or force requests USSOCOM, USSTRATCOM, USTRANSCOM or other federal agency asset(s), and, if so, develops sourcing recommendations for SecDef approval directly with the sourcing combatant command or federal agency.

c. Step 3. CJCS directs the primary Joint Force Provider (JFP) to develop a sourcing recommendation for the validated RFC/RFF. The forwarded RFC/RFF may include sourcing guidance developed by the Global Force Management Board (GFMB). The Joint Staff provides an info copy of the RFC/RFF to the services and combatant commands.

d. Step 4. The primary JFP will develop recommended global sourcing solutions to fill the validated RFC/RFF.

e. Step 5. JFCOM develops a draft Deployment Order (DEPOD) and coordinates - again, through its service components - its recommended sourcing solution with services and combatant commands. The role of the primary JFP in this step is to formally capture - through staffing - the risks associated with a particular sourcing recommendation.

f. Step 6. JFCOM provides to the Joint Staff its recommended global sourcing solution from all conventional forces (including those assigned to combatant commanders and those forces not assigned to combatant commands and retained under control of the service secretary). JFCOM provides info copies to the services and combatant commands.

g. Step 7. Combatant commands and services communicate to the CJCS their assessment of risk or other issues associated with JFCOM's recommended global sourcing solution. JS coordinates with OSD, agencies, services or combatant commands with issues or equity to articulate or adjudicate (if possible) issues that would result in a non-concurrence or reclama. This step does not relieve JFCOM of the requirement to coordinate its recommended sourcing solution with combatant commands and services. Instead, it provides a means as required for combatant commanders and service chiefs to provide an additional assessment if they feel one is required.

h. Step 8. The Joint Staff staffs the JFCOM draft DEPORD with agencies and OSD. If necessary, the Joint Staff adjudicates any combatant command or service non-concurrence, and forwards the recommended sourcing solution via the DEPORD book to the SecDef for approval.

2. Roles and Responsibilities of the Services

a. Services will provide readiness, availability, deployment, and redeployment information for those forces not assigned to combatant commanders but under service authority to Commander, USJFCOM through his assigned service components for both active and reserve forces.

b. In coordination with the primary JFP:

(1) Formally assess and provide to JFCOM (via JFCOM-assigned service components) military/institutional risk associated with primary JFP-recommended sourcing solutions.

(2) Upon SecDef approval of allocation action(s), execute required mobilization, demobilization and reconstitution actions.

(3) Execute force management functions that sustain an acceptable level of available forces to support combatant command requirements for capabilities and forces. Such functions are supported by policies that include, but are not limited to, rotational policies; personnel and stop-loss policies; and readiness and training policies.

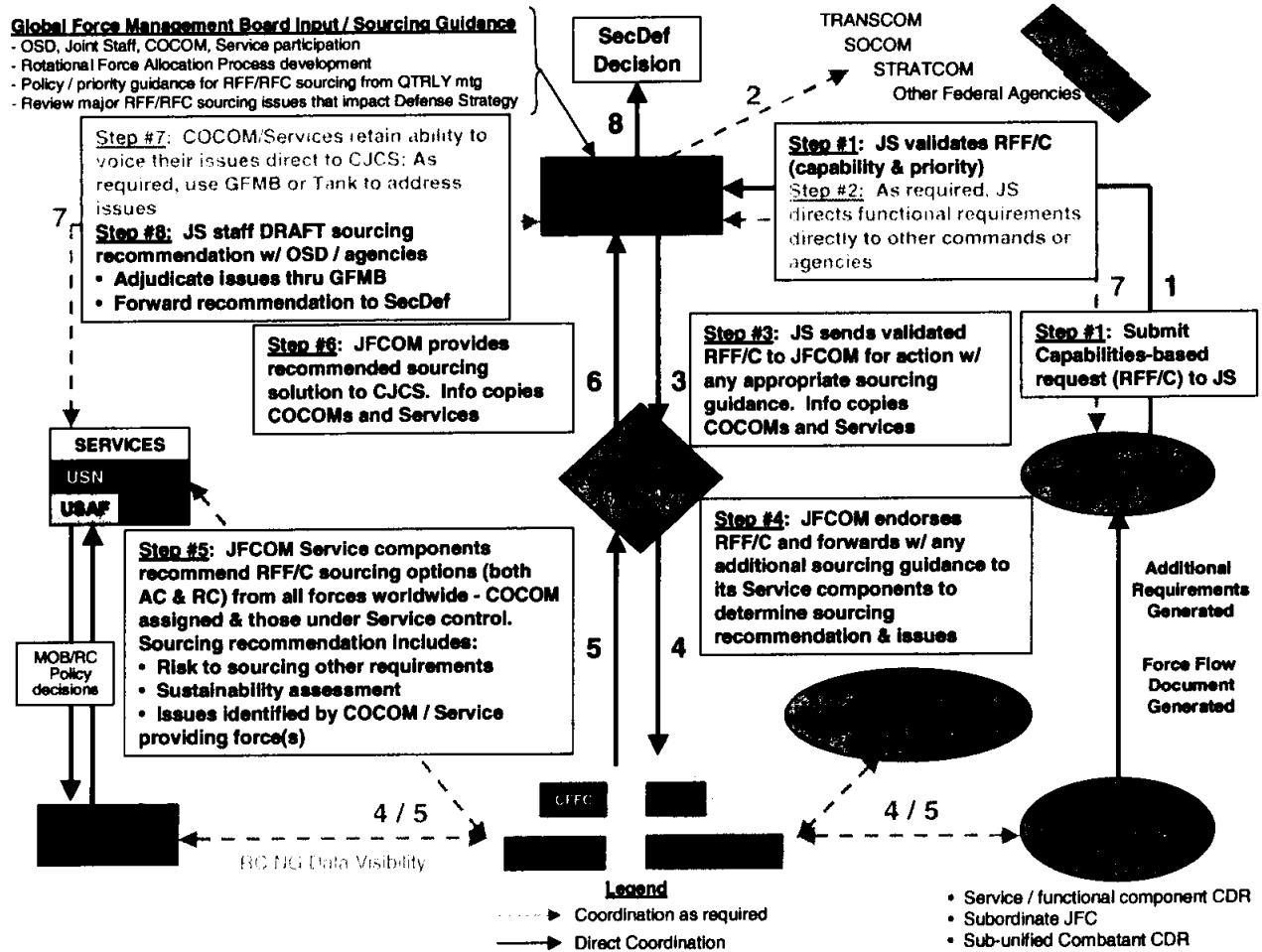


Figure 6-1: Global Force Management RFC/RFF Allocation Process.

6003. Global Force Management Rotational Force Allocation Process

1. This process lays out the process, roles, missions and functions to support the sourcing of combatant command rotational force requirements. This process is executed in eight steps as depicted in figure 6-2. Once approved and published via the J8 collated Forces For Unified Commands document, reference (n), that integrates assignment, apportionment, and allocation actions under Global Force Management; this rotational force allocation process supercedes the Global Naval Force Presence Policy.

2. Overview. The rotational force allocation process provides guidance for the allocation of rotational forces to support combatant command needs. The U.S. Armed Forces provide overseas presence through a combination of

rotational forces and forward-based forces with the resources (infrastructure and pre-positioned equipment) necessary to sustain and maintain those forces. Forward-based forces are assigned to regional combatant commands (e.g., USEUCOM, USPACOM, and USSOUTHCOM) in the assignment tables of the Forces for Unified Commands document, reference (n). Rotational forces are forces allocated to a combatant commander to execute tasks in that combatant command's area-of-responsibility (AOR), and are typically deployed for a specified period of time (generally, 90 - 179 days). Rotational forces deploy as "units", typically sized at the battalion/squadron, air expeditionary group, or carrier strike group/expeditionary strike group level or larger (smaller sized capability packages are excluded). Rotational forces are sourced globally - all forces are available for tasking, and capabilities in one AOR can be committed in another AOR.

3. The Process. The rotational force allocation process is facilitated by quarterly Global Force Management Boards (GFMBs). An October GFMB will review and prioritize combatant command rotational requirements for the next three years - schedule year (current FY + 1) and the planning years (current FY + 2 and current FY + 3). Following GFMB approval of those rotational requirements, the primary JFP develops a DRAFT rotational force schedule and rotational force allocation plan. A January GFMB will review the draft schedule and allocation plan developed by the primary JFP. Upon GFMB approval, the schedule and allocation plan will, if required, be vetted through the Tank process and forwarded to the SecDef for approval. An April GFMB will review the approved rotational force schedule for any changes identified subsequent to SecDef approval. Finally, a July GFMB will review Joint Staff developed guidance and assumptions prior to soliciting requirements from the combatant commands in preparation for the next October GFMB.

4. Roles and Responsibilities of the Services (in coordination with the primary JFP)

a. Formally assess and provide to JFCOM (via JFCOM-assigned service components) military/institutional risk associated with primary JFP-recommended rotational force schedules and rotational force allocation plans.

b. Upon SecDef approval of the rotational force schedule, execute required mobilization, demobilization and reconstitution actions.

c. Through JFCOM-assigned service components, work to identify and program assets and funding in support of the rotational force allocation plan for current FY+2 and current FY+3.

d. As required, participate in the GFMB to develop the rotational force schedule and allocation plan. The rotational force allocation process desired end state is to enable a capabilities-based rotational force allocation process that achieves CPG goals. This process will determine the appropriate joint forces to fill validated combatant commander requirements.

Quarterly GFMB Input / Sourcing Guidance

- OSD, Joint Staff, COCOM, Service participation
- Develops
 - OCT: Review / prioritize / develop guidance for COCOM-developed rotational requirements to be sourced by JFCOM
 - JAN: Review / recommend approval on JFCOM developed schedule and allocation plan
 - APR: Review SecDef-approved schedule and allocation plan
 - JUL: Review / approve strategic guidance and assumptions for COCOMs to use in developing their rotational force requirements

Step #7: GFMB reviews /recommends approval of JFCOM-developed rotational schedule & allocation plan; as required, use Tank to address additional issues

Step #8: JS staff DRAFT schedule & allocation plan w/ OSD / agencies & forward recommendation to SecDef

Step #6: JFCOM provide recommended rotational schedule & allocation plan sourcing solution to CJCS. Info copies COCOMs and Services

Step #5: JFCOM Service components develop rotational schedule & allocation plan sourcing options (both AC & RC) from all forces worldwide - COCOM assigned & those under Service control. Sourcing recommendation includes:

- Risk to sourcing other requirements
- Sustainability assessment
- Issues identified by COCOM / Service providing force(s)

Step #4: JFCOM endorses requirements and forwards w/ any additional sourcing guidance to its Service components to determine sourcing recommendation & issues

Step #1:

- Using GFMB, JS develops assumption / guidance for COCOM use in developing rotational requirements
- COCOMs develop & submit to JS their rotational requirements
- GFMB reviews / prioritizes COCOM rotational requirements; determines sourcing guidance for JFCOM

Step #2: As required, JS directs functional requirements directly to other commands or agencies

Step #3: JS sends GFMB-reviewed rotational requirements to JFCOM to develop rotational force schedule and allocation plan

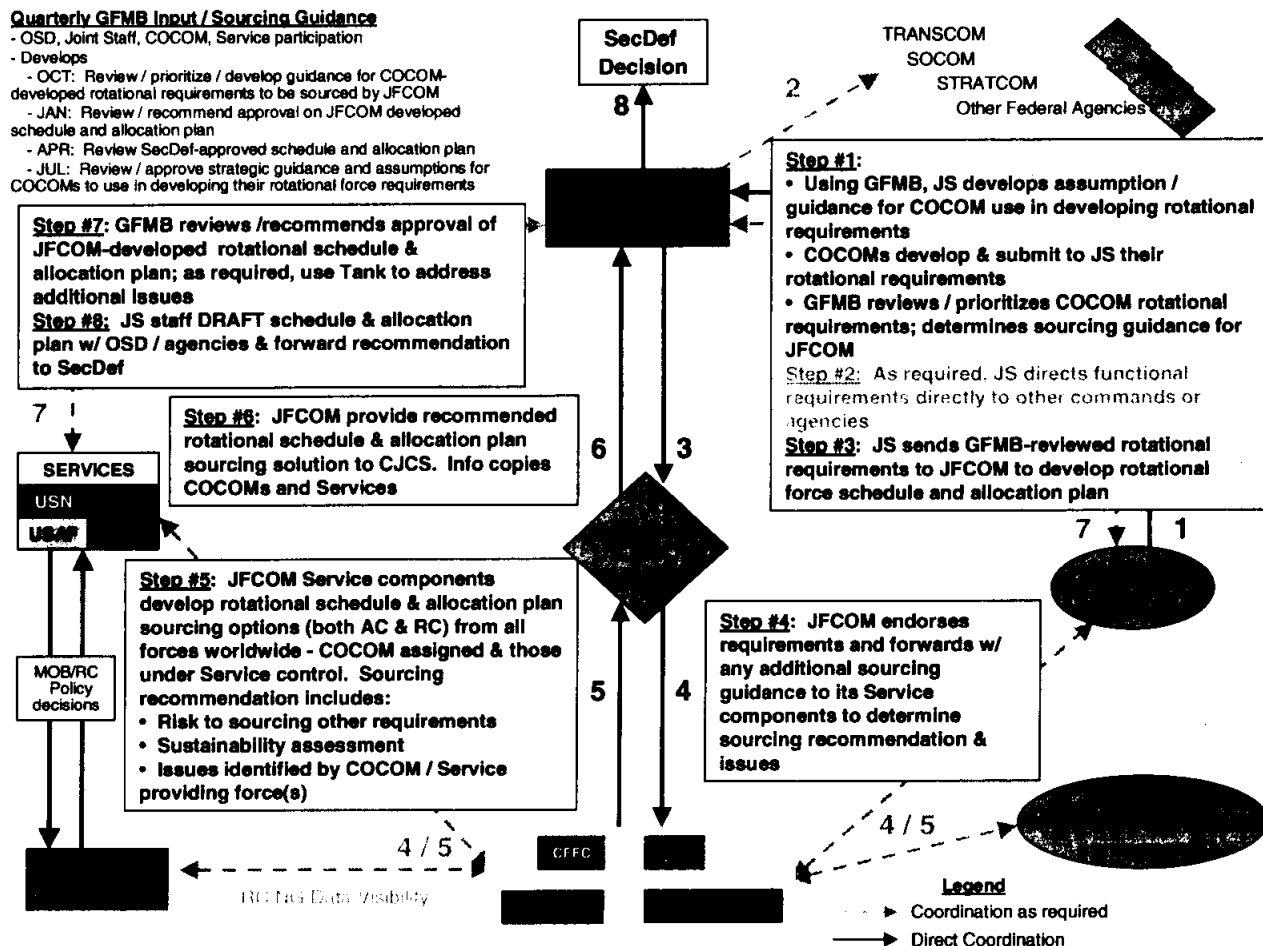


Figure 6-2: Global Force Management Rotational Force Allocation Process.

X - Responsible	A - Action	I - Information/Monitor
------------------------	-------------------	--------------------------------



X - Responsible A - Action I - Information/Monitor



Appendix A Marine Corps FDP&E Matrix

TASK	CMC	CNO	LOGCOM	NAVFOR	IN AMERRES	SUPPORTING IN AMERRES	SUPPORTING IN AMERRES	DUC	IN AMERRES	IN AMERRES	IN AMERRES	REMARKS
FORCE REDEPLOYMENT PLANNING												
IDENTIFY UNITS FOR REDEPLOYMENT AND ACTIVATION												
DEVELOP CONCEPT FOR WITHDRAWAL												
CNC receives redeployment authority	I	I	I	I	I	I	I	I	I	I	I	Reporting MARFOR readresses to the appropriate commanders
Establish report for planning	I	I	I	I	I	I	I	A	A	A	I	Includes commanders receiving units/dets from the GFC
Develop non-SMCR personnel redistribution policy	X	X	I	I	I	I	I	X/A	A	A	I	Concerns in-theater redistribution only
Identify Mandatory Deactivation Date	X	X	I	A	A	A	A	X/A	A	A	A	
Determine redeployment marshalling areas	I	I	I	I	I	I	I	I	A	A	I	
Develop concept of logistic support	I	I	I	I	I	I	I	X	X/A	A	I	In-Theater logistics support.
Development of ports of embarkation	I	I	I	I	I	I	I	X	X/A	A	I	Equipment
Redefine command relationships for withdrawal and redeployment	I	I	I	I	I	I	I	A	X/A	A	I	
Establish withdrawal/redeployment priority	X	X	A	A	A	A	A	X/A	X/A	A	I	CMC & CNO will provide influence
Develop task organization for redeployment	I	I	I	I	I	I	I	X	X/A	A	I	Establishes ULN structure
DETERMINE REDEPLOYMENT REQUIREMENTS												
Identify units/dets for redeployment	I	I	I	I	I	I	I	X	X/A	A	I	
Develop ULN structure and associated force requirements to support concept of redeployment/task organization	I	I	I	I	I	I	I	X	X/A	A	I	MCO 4600.7C
Identify personnel to remain in theater	I	I	I	I	I	I	I	X/A	X/A	A	I	CMC (PR&O/M&RA) & CNO will provide influence
Identify equipment to remain in theater	I	I	I	I	I	I	I	X/A	X/A	A	I	CMC & CNO will provide influence
Identify personnel to redeploy with unit/Det	I	I	I	I	I	I	I	X/A	X/A	A	I	
Identify equipment to redeploy with unit/Det	I	I	I	I	I	I	I	X/A	X/A	A	I	CMC & CNO will provide influence

X - Responsible A - Action I - Information/Monitor

endix A Marine Corps FDP&E Matrix

TASK	CMO	LOGS	MOVEMENT	SPAREPARTS	REPAIRS	SUPPLIED	SPC	DATE	MAINT	RECEIVED	REMARKS
TAILOR REDEPLOYMENT REQUIREMENTS											
Refine force requirements via the TPFDD	I	I	A	A	A	A	X/A	A	X/A	I	Continuous process until TPFDD has flowed
Assess risks associated with redeployment lift and throughput requirements	I	I	A	A	A	A	X/A	A	X/A	I	
FORCE REDEPLOYMENT EXECUTION											
Issue redeployment order with direction/request to continuously validate TPFDD movement requirements	I	I	A	A	A	A	X/A	A	A	I	
CONNECT/LOAD PLANNING											
Certify movement requirements	I	I	I	I	I	I	X/A	A	X/A	I	
Receive scheduling and movement	I	I	I	I	I	I	I	I	I	I	
Schedule organic moves	I	I	I	I	I	I	X/A	A	X/A	I	
Produce load plans and provide to TRANSCOM	I	I	I	I	I	I	X/A	A	X/A	I	
Allocate ULN's to carriers/missions	I	I	I	I	I	I	X/A	A	X/A	I	
MANEUVER/MOVE FORCE											
Move force to POE consistent with the TPFDD	I	I	I	I	I	I	X/A	A	X/A	I	
Embark on Strategic Lift consistent with load plan	I	I	I	I	I	I	X/A	A	X/A	I	
Redeploy	I	I	I	I	I	I	X/A	A	X/A	I	
Provide redeployment support to conduct RSO	I	I	I	I	I	I	X/A	A	X/A	I	
Conduct RSO	I	I	I	I	I	I	X/A	A	X/A	I	
MOVE TO RSO											
Continuing daily certification of TPFDD	I	I	I	I	I	I	X/A	A	X/A	I	
Manifest and move to POD	I	I	I	I	I	I	X/A	A	X/A	I	
MOVE FROM POD TO FINAL DESTINATION											
Move the Force to final destination	I	I	A	X/A	X/A	X/A	I	A	I	A	
Unit completes transfers of equipment IAW disposition instructions	I	I	I	I	I	I	I	X/A	I	I	
Transfer AAC	I	I	I	A	A	I	I	X/A	I	I	

X - Responsible A - Action I - Information/Monitor

1. MAGTF includes MAGTF CE, GCE, ACE, CSSE and subordinate commands.
2. GFC is commander that receives and integrates a subordinate unit for employment.
3. DUC is any commander that will deploy his/her unit for employment.

X - Responsible	A - Action	I - Information/Monitor
<p>1. Identify the problem</p> <p>2. Define the problem</p> <p>3. Set goals</p> <p>4. Identify causes</p> <p>5. Develop solutions</p> <p>6. Implement solutions</p> <p>7. Evaluate results</p>	<p>1. Identify the problem</p> <p>2. Define the problem</p> <p>3. Set goals</p> <p>4. Identify causes</p> <p>5. Develop solutions</p> <p>6. Implement solutions</p> <p>7. Evaluate results</p>	<p>1. Identify the problem</p> <p>2. Define the problem</p> <p>3. Set goals</p> <p>4. Identify causes</p> <p>5. Develop solutions</p> <p>6. Implement solutions</p> <p>7. Evaluate results</p>

APPENDIX B

FDP&E SYSTEMS

1. INTRODUCTION. Planners and logisticians must work in concert to ensure that the resources available support the commander's operational concepts and all planning and logistics factors have been taken into account in the development of the courses of action (COAs). Planners conduct functional and detailed planning to prepare useful and timely plans. Logisticians must be able to measure and assess logistics support to planned operations. They both must be able to assist the commander in supervising the execution of planned operations. The following systems assist the planner and logistician in these actions. These systems, together with their knowledge, experience, and skills, allow the commander to rapidly and effectively plan, decide, execute, and assess operations.

2. GLOBAL COMMAND AND CONTROL SYSTEM (GCCS). The GCCS provides a single joint command and control system for the CJCS. It helps combatant commanders and JFCs maintain their battlefield awareness through a fused, integrated, near-real-time picture of the battle space. The GCCS provides information processing support in the areas of planning, mobility, and sustainment to combatant commanders, the services, and Defense agencies. It also provides worldwide user-to-user information exchange for command and control, communications, intelligence, functional and administrative management, including logistics, transportation, personnel, and medical support. See Figure B-1.

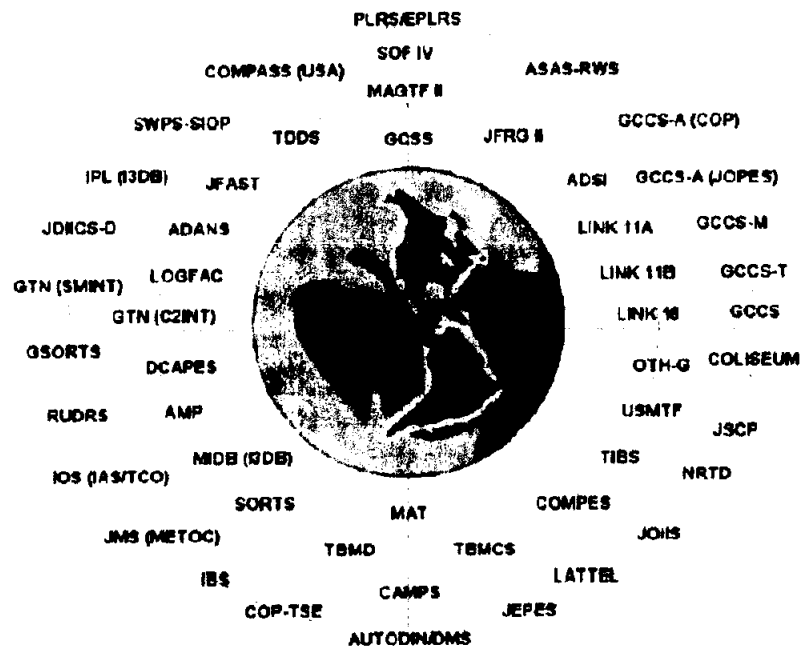


Figure B-1: Global Command and Control System Applications.

3. JOINT OPERATION PLANNING AND EXECUTION SYSTEM (JOPES)

a. JOPES is the integrated command and control system used to plan and execute joint military operations. This system is a combination of joint policies, procedures, personnel, training, and a reporting structure supported by automated data processing on GCCS. These capabilities support translation of the Presidential and SecDef policy decisions into planning and execution of joint military operations. JOPES mission applications are made of ADP systems used for joint command and control. JOPES ADP systems must interface with selected service applications, which provide data essential for joint planning. JOPES applications will be accessed from the JOPES navigation window. These applications will be used independently, but will interact through shared databases. JOPES core databases reside at selected GCCS sites:

- (1) National Military Command Center
- (2) Alternate National Military Command Center
- (3) U.S. Transportation Command
- (4) U.S. Special Operations Command
- (5) U.S. Joint Forces Command

- (6) U.S. Pacific Command
- (7) U.S. European Command

b. JOPES Mission Applications

(1) JOPES Editing Tool (JET). The JET provides a capability to create, add, modify, delete, and generate output on deployment related information contained in an OPLAN TPFDD. This TPFDD edit capability is a critical tool for both deliberate and crisis action planning. JET is a joint system that provides the data manipulation capabilities made available at unit level by JFRG II and MAGTF II. The joint staff and unified command staffs use JET.

(2) Rapid Query Tool (RQT). The RQT is intended to perform all the critical functions of legacy JOPES ad hoc query, but at a much higher speed. It provides a fast, flexible, and complete solution to a user's OPLAN query needs. The RQT provides a wide range of user-defined data representation and format options for viewing and printing OPLAN data. The RQT creates a "snapshot" of OPLAN data through rapid retrieval using parallel processing. This snapshot is saved on the client workstation and is used when generating reports. This approach allows rapid report tailoring and greatly reduces the number of times the GCCS Oracle database is accessed. The RQT provides the user with a comprehensive JOPES data retrieval, analysis, and output tool. The primary goal of RQT is to provide the JOPES user community with a total OPLAN data analysis tool possessing the absolute maximum performance.

(3) Scheduling and Movement (S&M)

(a) S&M is the JOPES application that handles command and control information on deployment activity and status. It functions as a vehicle for reporting and tracking movement of TPFDD requirements. Scheduling and movement allows the user to review, update, schedule, and create manifests of carrier and organic movement data before and during deployment. It provides the capability to review and analyze an extensive variety of sources, requirements, scheduling, and movement data.

(b) S&M specifically provides planning allocations, manifested passenger and cargo information,

and carrier schedules. Multiple reports concerning transportation analysis are also available. The major functions within scheduling and movement include:

1. Maintaining both allocation (planned) and manifested (actual) movement data.
2. Permitting "shuttles" through the same geographic location.
3. Scheduling carrier support for more than one OPLAN.

(4) Automated Message Handling Service (AMHS)

(a) The AMHS provides the capability to receive, organize, search, transmit, and retrieve Automatic Digital Network (AUTODIN) message traffic. AMHS is functionally divided into two components: the tasker and message assembler and the topic (search) software application. These components provide the user with capabilities to create, coordinate, validate, and release an AUTODIN message as well as receive, organize, view, and print incoming AUTODIN traffic.

(b) AMHS also supports the automated capability to update various databases from formatted AUTODIN message traffic. Several applications rely on this automated capability for example the GCCS Reconnaissance Information System, Global Status of Resources and Training, Evacuation System, and some service-unique applications.

(c) The tasker and message assembler component is responsible for the message transmission process. This process includes four phases: message creation, coordination, validation, and release. The topic component is responsible for organizing incoming message traffic. Topic is a commercial-off-the-shelf software tool that essentially acts as a database manager. Its capabilities include sorting, filtering, filing, marking, printing, and deleting incoming AUTODIN message traffic.

(5) Newsgroups

(a) Newsgroups provide the ability for one user to broadcast information which many users can receive

in near real time. The user connects to a news server, which is a host maintaining copies of messages which have been posted to one or more "newsgroups". The user can review all groups on that server or just a subset.

(b) The subscription list for a news group is user defined, thereby permitting limited access to messages posted within any news group. Users can read, print, reply to listed messages, or "post" new messages. New messages are posted to a central server for each news group and are, in turn, distributed to all servers, which receive that particular news group. Once posted at the distant server, users can view and print the new message.

c. Marine Corps Planning System

(1) Effective deployment of MAGTFs requires detailed knowledge and application of appropriate automated information systems (AIS). Marine Air Ground Task Force/Logistics Automated Information System (MAGTF LOGAIS) is the Marine Corps' family of coordinated, mutually supporting automated systems that provides the means to plan, execute, and employ forces in a joint environment. The MAGTF LOGAIS family of systems, when coupled with other joint and Marine Corps systems, provides MAGTFs with a powerful array of planning and execution tools. However, full utility of these automated tools cannot be realized without uniform standards and procedures for their use. Accordingly, this section identifies functions associated with operational planning and force deployment, prescribes standard tool(s) to be used for each function, and delineates appropriate staff agencies that will use the tool to perform function.

(2) Planning and Execution. The Marine Corps has traditionally excelled in deploying forces quickly and smoothly. However, current emphasis on regional conflict and crisis response dictates that we master all facets of deliberate planning and crisis action planning using joint systems such as JOPES. To this end, Marines must be familiar with a range of systems which, when used in coordination with one another, greatly enhance our ability to plan for and deploy MAGTFs in a joint environment. Recent history has demonstrated the absolute need for standardization, data accuracy and consistent use of procedures and associated tools.

(3) MAGTF Planner Operational Planning Systems

(a) Planners require systems capable of providing all functionality of JOPEs in garrison and while deployed. This includes building MAGTF movement requirements, estimating airlift and sealift, sourcing sustainment through the war reserve system (WRS) and generating time-phased force and deployment data (TPFDD). MAGTFs also require a means of uploading a TPFDD to and downloading a TPFDD from JOPEs.

(b) Marine Air-Ground Task Force System II (MAGTF II). An integrated operational decision support system developed by the Marine Corps to enhance the development of TPFDDs and provide an automated linkage with JOPEs. MAGTF II provides movement criteria for sourced requirements from origin, through a port of embarkation, and on to final destination. MAGTF II is unique to the Marine Corps, as it provides the above capabilities to the regiment/group level through the Marine component level. Operational and logistical planners use MAGTF II to phase forces into theater in support of the MAGTF commander's deployment concept. MAGTF II is the commander's deliberate and crisis action planning tool. It can be used as: a "what if" planning tool; a means to specifically identify deploying units requirements for sourcing of personnel, supplies and equipment; and a means of providing the unit's transportation requirements to the joint force commander.

(c) Joint Force Requirements Generator II (JFRG II). In the near future all services will use JFRG II, a software application based on MAGTF II, for unit-level planning.

1. JFRG II is a computer application to support remote and forward deployed users in generating TPFDDs. JFRG II provides a unit level deployable, microcomputer-based deployment-planning tool for the joint community.

2. JFRG II accelerates the development, sourcing, analysis, and refinement of plans and deployment databases resulting in an executable JOPEs TPFDD. It will provide a bridge between JOPEs and service and joint deployment data systems, and reduce response time by more efficiently creating and refining plans than can be accomplished directly in JOPEs.

3. JFRG II prepares timely initial estimates using standard reference data and analysis tools. It facilitates identification of accurate unit data down to the unit personnel and level VI cargo detail. It consolidates joint and service-specific reference information and codes from numerous sources. JFRG can produce JOPEs-executable TPFDDs, a JOPEs transaction file for modifications to an existing OPLAN database, and can download existing JOPEs plans.

(4) Logistic Deployment Planning and Execution Systems

(a) Logistics involves providing resources to support the commander. Technology is important in enhancing the performance of logistics personnel to provide those resources effectively. Logistics information systems are a force multiplier, enhancing logistic planning and execution. Logistics information systems contribute to situational awareness by exchanging detailed information among various logistic elements as well as among operations and plans personnel. Logistics automated information technology enhances the commanders situational awareness by assisting him in making decisions, and then directing and coordinating actions necessary to execute those decisions.

(b) Logistics Automated Information Systems (LOGAIS). LOGAIS is the Marine Corps family of systems designed specifically to support operations and logistic planning. There are three separate, but related applications designed to enhance the planning and deployment efforts of commanders at all levels from the battalion to the Marine Expeditionary Force (MEF). These systems support force deployment planning and execution (FDP&E). There is currently no aggregate system that supports all functional areas of logistics to create a common tactical picture or common operating picture for the commander to use in his decision making process.

1. MAGTF Deployment Support System II (MDSS II)

a. Units of the Marine Corps operating forces are required to maintain a database containing all equipment, supplies and organizational personnel. Information in this database is used to develop and identify configuration for specific task organizations,

with equipment, supplies, and personnel down to vehicle/package level. These databases form the basis for movement requirements.

b. MDSS II is a unit level deployment database management system capable of deliberate planning and supporting crisis action deployment anywhere in the world. MDSS II allows personnel at various echelons within the FDP&E process to build and maintain a database that contains force and equipment data reflecting how the operating forces will be configured for deployment (not employment). This data can be maintained during normal day-to-day garrison activities and updated during plan development and execution. Extracted MDSS II data provides all echelons with an accurate picture of the force composition-to include the lift requirement- by passing the data through MAGTF II/JFRG II and into JOPES.

c. MDSS II provides an automated capability to plan, coordinate, manage, and execute unit movements at origin, origin to point of embarkation, point of debarkation to destination, and destination. MDSS II also produces Defense Transportation Regulation (DTR) compliant data with in transit visibility (ITV), and exports to the Worldwide Port System (WPS) and the Global Transportation Network (GTN). MDSS II will also write Radio Frequency Identification (RFID) tags and pass data to the ITV server.

2. Asset Tracking Logistics and Supply System (ATLASS). ATLASS is a deployable micro computer-based management system that supports the Marine Corps with logistics inventory for all ground equipment, requisitions and asset tracking. Future development will include plans, schedules, reports, track maintenance actions, supply, and related logistics support actions. ATLASS provides total asset visibility for unit and intermediate level organizations. It represents a common picture of critical supply and maintenance information across the Marine Corps.

3. Automated Air Load Planning System (AALPS). AALPS is a knowledge-based expert system that is the aircraft load planning system for the DOD. It assists users in the complex task of planning and execution of aircraft loads for all types of deployments. AALPS is used by contingency planners and force designers to perform aircraft load planning and execution. It uses preplanned

data (estimates) and actual data for contingency, crisis action, and wargaming scenarios. AALPS is used for estimating airlift requirements (by specific aircraft type and delivery method), producing Air Mobility Command (AMC) certified load plans, and providing airlift/movement summary data and load reports ranging from a single mission to full-scale deployments. Marine Corps embarkation planners will interface MDSS II data with AALPS to create aircraft load plans to support unit move.

4. Integrated Computerized Deployment System (ICODES)

a. ICODES is an expert software system designed to support cargo management, planning for shipload and stowage, and planning for military cargos moving through common-user and military ocean terminals. The bulk of the Department of Defense (DOD) unit equipment and resupply cargo is moved through designated water terminals (worldwide) for transit via water-bound conveyances during contingency, pre-positioning, and exercise operations. ICODES provides single, cross-service ships stow planning system to provide DOD civilian marine cargo specialists and military embarkation personnel with intelligent decision support during tactical, administrative, pre-positioning, and humanitarian assistance operations. The ICODES system includes the production of textual and graphical reports indicating cargo placement, space utilization, cargo type, and trim and stability for pre-stow plans and final stow reports.

b. ICODES supports CDRUSTRANSCOM and SDDC strategic goals of providing for integrated systems management tools for common transportation functions throughout the DOD. The planning function enables the user to execute the loading and stowage of military cargo (aboard military or commercial ships) for onward movement in support of DOD objectives during training, humanitarian assistance, pre-positioning and contingency operations. The reporting functions support the requirement to provide Commanders with strict accountability of these cargoes during the loading, trans-shipment, and discharge at the port of debarkation. Marine Corps embarkation planners will interface MDSS II data with ICODES to create shipload plans to support unit move.

(5) Stand Alone Applications. Although not commonly referred to as part of the formal LOGAIS family, there are also stand-alone applications, which provide different functional area support for logistics (supply, health services, etc.).

(a) MAGTF Data Library (MDL). The MDL is a database that provides logistics reference data to a broad family of Marine Corps logistics systems. The Marine Corps Equipment Characteristics File is represented by the techdata file in the MDL and is the source for dimensional data for the MAGTF/LOGAIS family of systems. MDL also pulls data from over two-dozen reference files from various military information systems. This source data library is integrated with the Joint Deployment Data Library in support of JFRG II.

(b) Casualty Estimation Model (CASEST). CASEST is an automated tool that is used to assist the commander and his staff to accurately estimate and plan for personnel replacements, medical and logistical support, and other areas driven and influenced by casualties to evaluate combat scenarios. Model outputs are used in TPFDD development, force sustainment and medical planning. Estimates made are of conventional, NBC, and DNBI casualties and used to stratify the results by rank/grade and MOS for manpower planning purposes.

(c) Retail Ordnance Logistics Management System (ROLMS). ROLMS is a flexible and fully deployable, comprehensive system which can perform all ammunition logistics management and reporting functions, such as inventory, requisitioning, issues, expenditures, receipts asset maintenance, notice of ammunition reclassification processing and transaction reporting. It is a three-tiered integrated system of applications with full level (weapons stations), client-server-based (intermediate level such as an ammunition supply point) and stand-alone (core level) modules to provide a real-time effective and efficient accounting tool to every individual ammunition supply point, field ammunition supply point, or using unit. ROLMS is capable of managing both Class V(A) and Class V(W) ammunition and reporting assets simultaneously to both Marine Corps and Navy sites by means of ammunition transaction reports or item transaction reports.

(d) Cargo Movement Operations System (CMOS). CMOS is a U.S. Air Force system that provides the Marine Corps with base level and theater level distribution center movement traffic management. CMOS has officially been acknowledged throughout DOD as the system utilized for incorporating the joint requirements for transportation in supporting services.

(e) War Reserve System (WRS). WRS is a Marine Corps system designed to support deliberate and crisis action planning for sustainment and overall management of requirements for war reserve material requirements. WRS receives equipment lists from MAGTF II, computes sustainment requirements at the supply parameters, and computes sustainment requirements at the supply class/subclass level. WRS then exports this data to MAGTF II to provide movement requirements.

(f) Unit Diary/Manpower Integrated Personnel System (UD/MIPS). UD/MIPS is a Marine Corps system that supports unit level manpower management. It provides the unit access to the Marine Corps Total Force System. UD/MIPS provides extract personnel files for MDSS II to use in FDP&E.

(g) Theater Army Medical Material Information System (TAMMIS). TAMMIS is the current U.S. Army, Navy and Marine Corps Class VIII automated medical logistics system. It is a user-friendly database system that does not require mainframe support and is considered a stand-alone system. The software modules include set assemblage management, biomedical repair, equipment maintenance and a re-supply and inventory control module. The system has been designated to migrate to the Theater Medical Information System (TMIS).

(h) Naval Aviation Logistics Command Management Information System (NALCOMIS). NALCOMIS is a deployable microcomputer-based client server system that supports Marine aviation supply and maintenance requirements. This system provides reports, parts technical data, inspection requirements, and life cycle information to the squadron that can be imported to higher headquarters.

(6) Total Asset Visibility (TAV)

(a) TAV is the capability to provide timely and accurate information on the location, movement, status, and identity of units, personnel, equipment, materiel, and supplies. The capability to act upon this information improves the overall performance of the Department of Defense's (DOD) logistic practices. TAV consists of three major components: in-storage, in process, and in-transit (to include in theater) and is an integral part of the Global Combat Service Support - Marine Corps (GCSS-MC) and the Combatant Commanders 129 initiative. In-Transit Visibility (ITV) is a key component to the success of TAV. Procedures are being worked to ensure Marine Corps data is resident in DOD defined national systems (such as Joint Total Asset Visibility (JTAV)/Integrated Data Environment - Asset Visibility (IDE-AV), Global Transportation Network (GTN), and the Radio Frequency Identification (RFID) ITV Server).

(b) The in-storage process requires feeds from Marine Corps wholesale, retail, and MPS automated information systems (MDSS II) on-hand balance posture of serviceable assets (to include ammunition and aviation assets) on a real-time basis to the Integrated Data Environment Asset Visibility (IDE-AV). Interface Service Agreements will be made between each Marine Corps AIS Program Manager (PM) and the Defense Logistics Agency (DLA) IDE-AV PM. Current USMC feeds are being batched from SASSY, SCS, and ROLMS. A Maritime Prepositioned Ship (MPS) CD is mailed to the IDE-AV office after each maintenance cycle.

(c) In-process requires data feeds from Marine Corps wholesale and retail automated information systems (AIS) on-hand balance posture of asset in maintenance (overhaul/rebuild, etc) on a real-time basis to the Integrated Data Environment Asset Visibility (IDE-AV). Interface Service Agreements will be made between the Marine Corps AIS Program Manager (PM) and the DLA's IDE-AV PM. There are no current USMC feeds being provided from any Marine Corps AIS.

(7) In-Transit Visibility (ITV)

(a) ITV is defined as the ability to track the identity, status, and location of Department of Defense units, non-unit cargo (excluding bulk petroleum, oils, and lubricants) and passengers; medical patients; and personal

property from origin to consignee or destination across the range of military operations.

(b) The in-transit process requires feeds from Marine Corps wholesale and retail transportation/distribution AIS via DAAS or directly into GTN of movement of assets, materiel, and/or personnel. ITV may also be accomplished via the transfer of USMC data into other GTN feeder systems such as Worldwide Ports System (WPS), Global Air Transportation Execution System (GATES), and AALPS. ITV can also be gained through the use of satellite modems/trackers and active RFID tags.

(8) Automatic Identification Technology (AIT)

(a) AIT is a suite of technologies (e.g., barcode, contact memory button (CMB), radio frequency technologies, etc.) that facilitate the timely, accurate, and efficient collection and transmission of source data to automated information systems (AISs). AIT is being integrated into the Marine Corps' logistics chain. AIT is a key component in DOD efforts to achieve visibility of all assets. AIT must be implemented during initial support planning for systems acquisition to achieve maximum benefit. AIT devices function as peripheral equipment of AISs to eliminate manual processes and preclude source data entry errors.

(b) Apply RFID tags to containers (SEAVANS, MILVANS, Quadcons, Sixcons and Palcons), 463L pallets, Principal End Items (PEIs), and that equipment designated by the Unit Commander. All shipments including redeployment and prepositioned stocks or war reserve must have active data-rich RFID tags written and applied at the point of origin. Content level detail will be provided in accordance with current DOD RFID tag data standards contained in MilStd - 129.

(c) A military shipping label (DD Form 1387) with linear and 2D bar codes will be uniformly applied to all materiel entering the DTS, i.e., unit equipment, sustainment/ re-supply (retail and wholesale), ammunition, retrograde, and aviation shipments. The Transportation Control Number (TCN) and Unit Line Number (ULN) must appear on each shipment unit, if applicable. The key to both the human and machine-readable appear on each shipment unit, if applicable. The key to both the human and machine-readable

formats is the fact they both comply with DOD-wide standards. In the current Joint climate, cargo destined to be worked by one service or agency may in fact be worked by another and supporting data must be usable by all. By applying the DOD 2D MSL, cargo is tagged with sufficient information to uniquely describe the cargo and ensure it will be properly handled routed anywhere within the DTS.

(d) The Issue Release/Receipt Document (DD Form 1348-1A) is mandatory for all shipments to DOD customers, including foreign military sales (FMS) and contractors from DOD and GSA shipping activities. The three-of-nine bar code (standard linear barcode) and PDF 417 (2D barcode - see Chapter 3, Media) are established as the standard symbologies for the automated marking and reading of items of supply, equipment, materiel packs, and containers in logistics operations throughout the DOD.

(e) The logistics AISS is the mechanism to generated tag and form data.

(9) Readiness Assessment System Input Tool (RAS-IT). The RAS-IT is an on-line software application that allows near real-time reporting, improves the accuracy of Global Status of Resources and Training System (GSORTS) data, and supports crisis planning through direct registration capabilities and status reporting functions. RAS-IT enables Marine Corps, joint, and coalition units to submit user-friendly reports directly to the GSORTS database. RAS-IT allows efficient updates that help the user keep pace with rapidly changing world conditions or reporting requirements.

APPENDIX C

TIME-PHASED FORCE AND DEPLOYMENT DATA

1. INTRODUCTION

a. TFPDD is the JOPES database portion of an operation plan. It contains time-phased force data, non-unit related cargo and personnel data, and movement data for the operation plan, including:

- (1) In-place units/equipment.
- (2) Units to be deployed to support the operation plan with a priority indicating the desired sequence for their arrival at the port of debarkation.
- (3) Routing of forces to be deployed.
- (4) Movement data associated with deploying forces.
- (5) Estimates of non-unit related cargo and personnel movements to be conducted concurrently with the deploying forces.
- (6) Estimates of transportation requirements that must be fulfilled by common-user lift resources, as well as those requirements that can be fulfilled by assigned or attached transportation resources.

b. The TPFDD is deployment information. Within this database are records of warfighting forces, their accompanying supplies, and non-unit related equipment and personnel. Marine Corps forces listed in the TPFDD are those apportioned forces identified in the JSCP or allocated for plan execution. They do not represent the total number required to execute an OPLAN. This information drawn from data provided by the combatant command's service components and other force providing organizations, when compiled and integrated, represent an initial, best estimate of movement requirements for personnel and equipment. The TPFDD will be continuously refined and updated throughout the deployment and redeployment process.

2. TPFDD COMPOSITION

a. The TPFDD file is basically an automated annex A (the force list) for each OPLAN, in much greater detail. The Plan Identification (PID) addresses each TPFDD file in the JOPEs database. The first character of the PID indicates the combatant commander responsible for plan development. An individual record is created in the TPFDD file for each plan requirement, both in-place and movement requirements. Because each plan requirement is documented in the TPFDD as a record, the terms "record" and "requirement" are often used interchangeably.

b. TPFDD Records. Each record represents a plan requirement. The different requirement types are documented in the TPFDD with different record formats and codes. The types of requirements and records are defined as:

(1) Movement Requirements. The plan requirements, both force and non-unit requirements, that must change location in support of the plan. Movement requirements make up the majority of plan requirements and dictate transportation planning.

(2) In-place Requirements. Plan requirements that are not required to relocate to satisfy the plan. Forces that are stationed in the Area of Operations (AOR) and pre-positioned supplies and equipment are considered in-place requirements.

(3) Force Requirements. Each plan requirement that is satisfied by a specific unit, both in-place and movement requirements are called "force requirements" and are addressed in the file by Unit Line Numbers (ULNs).

(4) Non-Unit Requirements. The requirements that are not satisfied by a specific unit are sustainment requirements. They include such categories as resupply and combat replacement personnel. Non-unit requirements are broken down into either cargo or personnel. The non-unit cargo records are addressed in the file by Cargo Increment Numbers (CINs). The non-unit personnel records are addressed in the file by Personnel Increment Numbers (PINs).

c. Force Modules (FMs). FMs are a planning and execution tool that provides a means of logically grouping

records, which facilitate planning, analysis, and monitoring. FMs may include both forces and sustainment. The TPFDD Letter of Instruction (LOI) will direct the development, format, and usage of required FMs. There are two commonly used FM types:

(1) OPLAN-Dependent FM. OPLAN-Dependent FMs are force modules modified or developed by supported commands or service components to respond to a specific planning task, such as flexible deterrent options or OPLAN Force Module Packages (FMPs).

(2) Force Tracking FM. The FM is OPLAN-dependent and does not contain sustainment data. A Force Tracking FM, at a minimum, will consist of major service combat units. They are required for all OPLANs.

3. TPFDD ELEMENTS

a. The data elements of the TPFDD are described in the following paragraphs in the sequence that they are input. Only the major elements of a force record will be described. There are over 150 data fields in one force record. Most of the same elements exist in non-unit records. Non-unit records do not contain unit identification information.

b. Unit Line Number (ULN)

(1) The ULN is an alphanumeric code of up to seven characters that uniquely identifies each (in-place or movement) force requirement in the TPFDD. The same ULN can exist in multiple TPFDDs; however, it can never be duplicated within the same TPFDD. ULN first characters are assigned to the combatant/supported commands and sub-sets are usually assigned to the supporting commands in the plan TPFDD LOI. The alphabetic characters "I" and "O" cannot be used in a ULN. CINs and PINs, while structured differently, serve the same purpose for non-unit records and the same general rules apply. A ULN is the system address for a force requirement and must be entered when the requirement is initially established.

(2) Parent ULNs. A parent ULN is an indexer used to group requirements together in the database. A base ULN is assigned to a non-deployable record and all subordinate ULNs begin with the same values as the parent. To identify

all of the subordinate units of a division, a parent ULN, such as "abc" would be assigned, and all of the subordinate ULNs would begin with "abc" ("abc1, abc2, etc).

c. Unit Line Number (ULN) Parameters. ULNs are similar to the landing serial used in the amphibious assault. The ULN identifies a force requirement (grouping of personnel, supplies, and/or equipment), which can be assigned to a specific unit. Other TPFDD requirements (sustainment and replacement personnel) are non-unit requirements. ULNs may be up to seven characters long, embodying the three parts identified below in figure C-1.

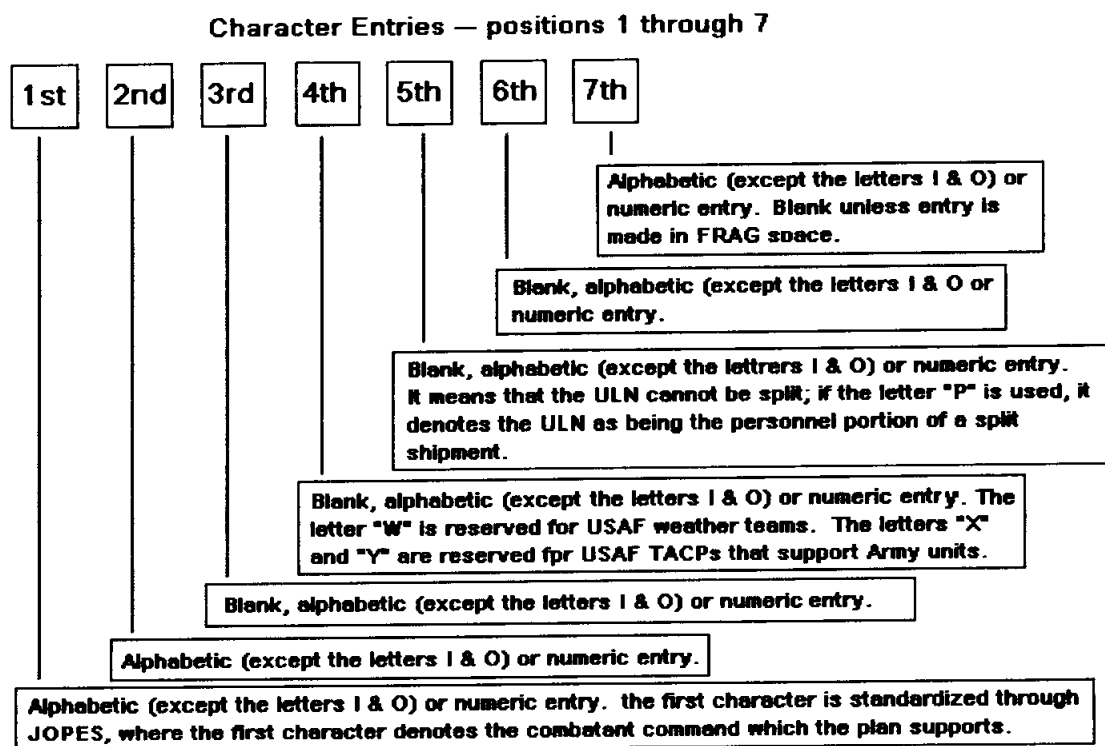


Figure C-1: ULN Structure Standardization.

(1) Force Requirement Number (FRN). The FRN is the primary component of the ULN and can be comprised of the leading five characters, including any blank spaces. The leading three characters of any FRN are referred to as "the BASIC FRN."

(2) Fragmentation and Insert. The fragmentation and insert segment of the ULN is comprised of the sixth and seventh character.

(3) The following information further defines the three parts of a ULN.

(a) FRN. The FRN part of the ULN identifies a specific force requirement. It identifies the one requirement in total, and is unique to that one requirement. There are five categories of FRNs.

1. Grouping Force Category. In this category, the FRN is two characters long (3 blank spaces).

P 1 _ _ _

a. It functions as a parent ULN. Parent ULNs are designated in order to show requirement relationships and for TPFDD readability.

b. It shows a hierarchical force structure.

c. It is completely defined by including all ULNs falling within the Grouping Force Category.

2. Independent Force Category. In this category, the FRN is three characters long (2 blank spaces).

P 1 A _ _

a. It is wholly defined by a single UTC.

b. It may not be subordinate to a Primary Force Category or Secondary Parent Force Category.

c. It must have a single destination.

d. If moving in Split-Shipment mode, two unique FRNs must be used. The basic FRNs are identical, however, one ULN will contain a "C" in the 5th position denoting the cargo movement, while the second ULN contains a "P" in the 5th position denoting the personnel movement.

P 1 A _ C

P 1 A _ P

3. Primary Parent Force Category. In this category, the FRN is three characters long (2 blank spaces).

P 1 B _ _

a. It shows a hierarchical force structure.

b. It consists of either Secondary Parents or Subordinates, or both.

c. It uses a Parent Indicator Code (PIC) to indicate that none of the subordinates are split (PIC = X), all of the subordinates are split (PIC = A), or that some of the subordinates are split (PIC = P).

d. A blank PIC indicates the FRN is not a parent.

4. Secondary Parent Force Category. In this category, the FRN is four characters long (1 blank space).

P 1 B A _

a. It shows hierarchical force structure.

b. It is subordinate to a primary parent.

c. Further subordination is required. However, the subordinates may not be further subordinated.

d. Subordinates may not be deployed in a Split-Shipment mode.

e. Fourth position reserved characters are "W", used for USAF weather teams, and "X" and "Y," both of which are used for USAF TACPs supporting Army units.

5. Subordinate Force Category. In this category, the FRN is four or five characters long (1 or no blank spaces).

P 1 B A 1

a. It is subordinate to a Primary or Secondary Parent. Primary FRN subordinates have identical Basic FRNs and unique 4th characters. Primary subordinate FRNs may deploy in Split-Shipment mode. Secondary Parent subordinate FRNs have identical characters in the leading four positions with a unique 5th character. Secondary Parent subordinates may not be deployed in Split-Shipment mode; therefore, they cannot have an "E" in the 5th position.

(1) It has no subordinates.

(2) It has a single destination.

(3) It is identified by a single Unit Type Code.

b. Fragmentation (Frag) and Insert.
Although separate parts of the ULN, frag and insert are grouped together since they are inextricably linked.

(1) If only one set of unit identification data is submitted for a single force requirement, both the frag and insert codes must be blank.

(2) If more than one set of unit identification data is submitted, the frag and insert positions must have values other than blank. In other words, if the five-character FRN (including any blank spaces) identically appears in two or more ULNs, there must be a frag and insert code entered.

P 1 B A 1 A 0

(3) The final destination of each frag and insert must be the same, and the combined force records must always represent only one force requirement; e.g., when combined, the data within ULNs P1ABA1A0 through P1ABA1C3 equal the entire unit.

(4) If the frag position is not blank, the insert position must also be not blank.

(5) Insert codes of zero (0) indicate that no further fragmentation of the ULN will occur.

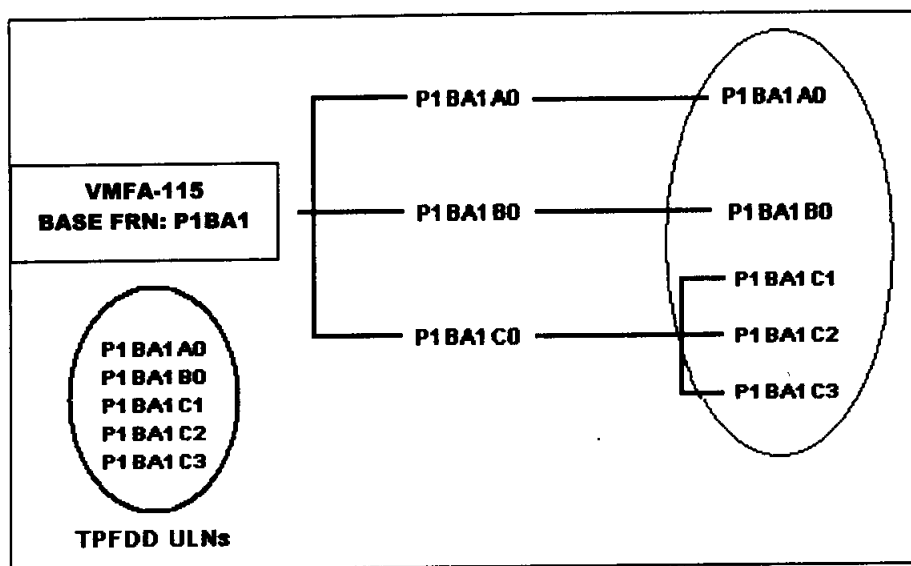


Figure C-2: ULN Development.

(4) Fragmenting and inserting ULNs provides a greater degree of flexibility to exploit all deployment means available to the MAGTF commander, while retaining visibility of each FRN.

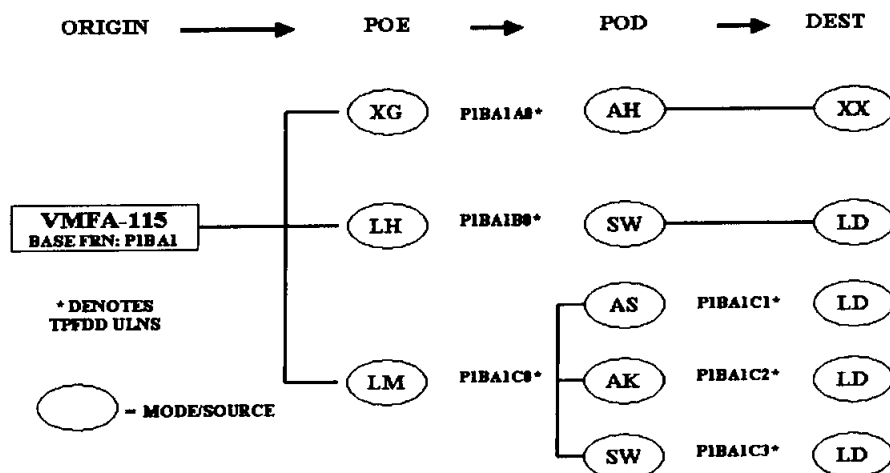


Figure C-3: Unit Movement By ULN.

(a) An F/A-18 squadron (VMFA-115 as depicted in Figure C-3) will be used to illustrate ULN development. The MAGTF commander identifies this squadron for

deployment; planners assigned an FRN of P1BA1 to the squadron.

1. Fragmenting and inserting for this requirement would not be required if the entire squadron were to move in one increment from origin to destination, while utilizing the same mode and source of transportation.

2. Factors such as: the commander's requirements, direction from supported commanders, lift constraints, self-deploying capability, etc., determine that portions of a requirement move by different modes and/or sources, at different times, etc.

(b) The commander's guidance and constraints regarding available transportation, direct that the squadron move in multiple increments. Since the destination for all increments is the same, entering frag and insert codes to the original FRN is allowed.

1. The first frag/insert (ULN P1BA1A0) represents the movement of the 'self-deploying' assets (12 F/A-18 aircraft and the pilots). Since the origin and the POE are the same for this ULN, the mode/source from origin to POE is X/G (not required). The mode/source from POE to the Destination is A/H (air, via organic assets).

2. The second frag/insert (ULN P1BA1B0) represents the movement of cargo required to support the squadron. Movement of this ULN from POE to POD is via MSC Withhold shipping (SW). Therefore, the cargo must be moved from its origin to a seaport for embarkation. This movement is reflected by the mode/source L/M (Marine Corps provided ground transportation). At the POD, the cargo is offloaded from the ship and moved to the destination by mode/source L/D (ground transport provided by the supported combatant commander).

3. The third frag/insert (ULN P1BA1C0) includes all remaining personnel (pilots are with ULN P1BA1A0) requiring transportation. ULN P1BA1C0 is further fragmented into three additional ULNs (ULNs P1BA1C1 through P1BA1C3). Further fragmenting is necessary because all remaining personnel are not moving in one increment.

a. ULN P1BA1C1 depicts those personnel, which move from POE to their Destination via air

assets provided by the Air Mobility Command (AMC), mode/source of A/S. These personnel are those embarked in KC-10 aircraft used in dual-role missions (tankers which also carry personnel/cargo).

b. ULN P1BA1C2 depicts those personnel, which move from POE to POD via air assets provided by the Air Mobility Command (AMC), mode/source A/K.

c. ULN P1BA1C3 depicts those personnel that move from POE to POD on MSC, withhold shipping, and mode/source S/W. From the POD to their destination, they are transported by ground transportation organic to the Marine Corps; mode/source is L/M.

d. When all personnel/cargo requirements of ULNs P1BA1A0, P1BA1B0 and P1BA1C1 through P1BA1C3 are summed, the totals equal that which was originally required in the base FRN P1BA1. Therefore, if the original FRN and the fragged/inserted ULNs that derived from it were included in the TPFDD, the stated requirement would be doubled. Thus, only the fragged/inserted ULNs are included in the TPFDD. Likewise, since P1BA1C0 was further fragmented, only derived ULNs (P1BA1C1 through P1BA1C3) are included in the TPFDD.

d. Unit Type Code (UTC). The UTC is a five character alphanumeric code that identifies each type unit of the Armed Forces. The UTC is the answer to the "what" question, "What type of unit is needed?" The UTCs for all services are maintained in the Type Unit Characteristics (TUCHA) file, a standard reference file. Through the TUCHA file, the UTC defines the number of passengers and the amount of cargo for a force requirement. UTCs are apportioned to the combatant commands for planning in the JSCP.

(1) Notional Tasking. UTCs allow the supported planners to identify the forces desired without identifying specific units. Before the establishment of UTCs and an automated TUCHA file, specific units were identified in annex A of the OPLAN. Now the supporting command can task the most combat ready and available units prior to execution.

(2) UTC First Character Codes. The first character of the UTC identifies the functional area of the unit type. Figure C-4 below pertains.

Code	Description	Code	Description
0	Infantry	H	Maintenance
1	Artillery	J	Supply-Support
2	Tracked Vehicles	K	RDT & E
3	Aviation Tactical (Includes LAAM Battalions)	L	Administration-Personnel- Legal-Postal- special Services-Brands-Memorial- graves
4	Engineers and Topo Services	M, N	Not Used
5	Aviation Training	P	Intel-counter Intel- Classified Security- Psychological Activities
6	Ground Communications- Electronics- Signal	Q	Military Police-Physical Security-Law Enforcement
7	Air Control Units (Includes MACS, MASS, MATCS)	R	Not Used
8	Aviation Support	S	Finance-Fiscal Contract Admin- Procurement
9	Miscellaneous Combat Support/Combat Service Support	T	Ground Training
A	No Fixed Organization	U	Motor transportation
B	Not Used	V	Civil Affairs units- Combined action Units
C	Command Headquarters	W	Not Used
D, E	Not Used	X	Multifunction Posts-Camps- stations-Forts- Bases- Barracks
F	Medical-Surgical- Dental	Y	Not Used
G	Not Used	Z	Miscellaneous

Figure C-4: UTC First Position Code and Functional Area.

e. Locations. The TPFDD locations answer the where question. There are five different location data elements within the TPFDD and each has related dates. The locations are normally entered in reverse order of the actual movement.

(1) Geographic Location (GEO) Codes. Each location is input into the TPFDD via GEO code. GEO codes are four-digit alphabetic codes that uniquely identify specific locations by latitude, longitude, and type. The GEO file

is one of the standard reference files and it contains over 55,000 locations considered to have military significance.

(2) Destination. The destination is usually the first location to be entered. It identifies where the force is to begin operations in the theater, the first point of employment. The movement routing is dictated by the destination.

(3) Port of Debarkation (POD). The POD is the location at which the force or movement requirement enters the theater and subsequently travels to the destination. The POD and destination can be the same location if no further movement is required.

(4) Port of Embarkation (POE). The POE is the location where the overseas or strategic leg of the deployment begins.

(5) Origin. The origin is the place where deployment begins. For deliberate planning it is the unit's home station. In crisis action planning, it can be the unit's current location.

(6) Intermediate Location. An intermediate location is used for a stop during the movement required by the unit. The stop must be for more than 24 hours. The stop can occur between the POD and Destination, indicated by an Intermediate Location Code (ILC) of "A", between the POE and POD, indicated by an ILC of "B", or between the origin and POE, indicated by an ILC of "C". Unlike other locations, it has no associated date; it does have a number of days entered in the days delay field.

f. Dates. Dates are associated with each location when developing the deployment plan. Until a plan execution date is declared, the dates are expressed with notional dates relative to the first day of execution.

(1) Relational Dates. During deliberate planning and most crisis action planning the actual calendar date for plan execution is not known. Relational dates allow time phasing of movement relative to the date movement begins as depicted in Figure C-5.

(a) C-Day. C-day (commencement day) is the unnamed or notional day on which deployment or movement of

forces begins. It is designated "C000." Other dates are expressed relative to C-day. For example, the third day of deployment is expressed as "C002". C999 refers to on-call ULNs.

(b) N-Day. N-day (negative day) is used to designate days before C-day. Advance teams, reception teams, en route support, and covert actions before C-day are time phased with N-days.

(c) D-Day. The unnamed or notional day on which hostilities or tactical operations begin.

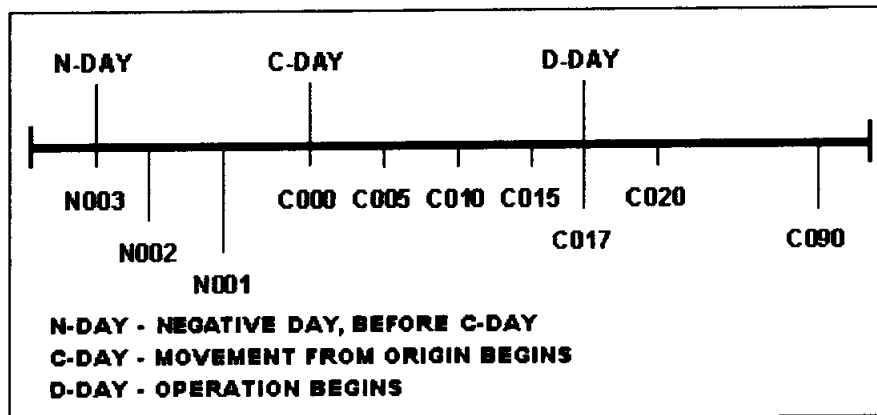


Figure C-5: Relational Dates.

(2) Required Delivery Date (RDD). The RDD is the date relative to C-day when the unit must be operational at the destination. It takes into account the time required for unloading and transportation from the POD.

(3) Combatant Commander's Required Date (CRD). Initially the CRD is the same as the RDD. Many times the original RDD is not attainable due to competing forces and transportation limitations, and the RDD is adjusted to a later date. The CRD allows the original RDD to be preserved, so the amount of adjustment or delay can be quantified.

(4) Earliest Arrival Date (EAD) and Latest Arrival Date (LAD). The EAD and LAD define a delivery "window" for the arrival of the requirement at the POD and allow the Transportation Component Commands (TCCs) some flexibility in their scheduling. The supported commander, in coordination with CDRUSTRANSCOM, defines the length of the

window. It is computed based on the RDD and operational and support considerations.

(5) Available to Load Date (ALD). The ALD is the date that the requirement must be available to move from the POE. It is calculated by considering the EAD/LAD window and the time required to move from origin to POE.

(6) Ready to Load Date (RLD). The RLD is the date a unit is ready to move from its origin. Calculation of the RLD takes into account all factors bearing on readying a unit to deploy.

g. Unit Identification. The supporting commands identify the specific units to satisfy the force requirements by entering the Unit Identification Code (UIC). The UIC is a six-character alphanumeric code that uniquely identifies each active, Reserve, and National Guard unit of the Armed Forces. The UIC is that Sorts Reportable identifier for that unit, normally, battalion, squadron, separate company (i.e. A Co, 1st Battalion, 1st Marines will deploy. The UIC within the TPFDD would be M11110 vice M11113, which is the Reporting Unit Code for A Company). When the UIC is entered in the TPFDD, the Unit Information file is accessed and unit data such as the unit name, current location, and service code, is automatically posted to the record. The process of tasking units for TPFDD requirements is referred to as "sourcing" the TPFDD.

h. Transportation Codes. The three sequential movements between two of the locations are called movement legs. They are: movement from the origin to the POE, movement from the POE to the POD (the strategic leg), and movement from the POD to the destination. Each leg is coded with a transportation mode and source to the location. The mode and source codes provide the information on "how" the forces are to be transported to the Area of Operations (AOR).

(1) Transportation Mode. There are only three transportation modes, air, land, and sea. Each mode is represented by the codes A, L, and S respectively. See Figure C-6.

(2) Transportation Source. Transportation is provided by a number of sources (agencies). There are codes for the Transportation Component Commands (TCCs) as

well as such sources as host nation support, supported commands, supporting commands and unit organic transportation.

AC	Air via supporting commander channel (AMC or Service) aircraft
AD	Air via theater (supported commander) aircraft
AH	Air via organic (unit) aircraft
AK	Air via strategic (AMC, AMC-contract) aircraft
AL	Air via AMC GO-PAX/commercial ticket program
AM	Air via unit-funded commercial tickets
AN	Air via host nation/allied provided airlift.
AS	Air via Special Assignment Airlift Mission (SAAM)
LD	Land via theater (supported commander) trucking
LG	Land via SDDC-arranged trucking or rail (CONUS)
LH	Land via organic (unit) vehicles
LR	Land via theater (supported commander) rail
LN	Land via host nation/allied controlled transport
PC	Mode optional; source is supporting combatant commander (to other than a CONUS SPOE)
PG	Mode optional; source is SDDC (CONUS use only)
SC	Sea via USN/USCG ship
SD	Sea via USN/USCG ship (MPS/AWR)
SE	Sea via MSC ship (common user strategic sealift)
SH	Sea via organic (unit) vessels
SN	Sea via host nation/allied provided sealift
SP	Sea/canal via barge/ferry
SW	Sea via MSC (Assault follow-on echelon [AFOE])
XG	No transportation required (origin and POE same; CONUS POEs)
XX	No transportation required OCONUS (origin and POE, or POD and destination same)
Z (Blank)	Requirement is in place at its final destination

Figure C-6: Mode Source Codes.

4. PLANNER RESPONSIBILITIES IN THE TPFDD PROCESS. Planners at different commands input the data elements for individual force or movement requirements. A complete

TPFDD record is not created by a single planner or planning staff.

a. Supported Planner. After the supported commander has received his planning task, either through the deliberate planning process or crisis action procedures (CAP), the planning staff creates a TPFDD file. The file is then populated with the forces required, beginning with the combat forces. The forces required for any plan are prioritized and time phased by combat forces, combat support, and finally combat service support. The forces required are initially defined through input of the UTC (what), destination (where) and RDD (when). Plan requirements can be further defined with additional data elements, to include the providing organization code and service code identifying the supporting command/agencies required to provide forces. The forces available to the supported commander for planning are documented in the JSCP. The supported planner also inputs the desired POD and EAD/LAD window. After the required plan requirements are reviewed and approved, the TPFDD is distributed (networked) to the supporting commands.

b. Supporting Planner. After receiving the TPFDD requirements, the supporting planner "sources" the requirements by entering the UIC (who), the origin (where) and the RLD (when). The supporting planner also notifies the tasked units to initiate unit level planning.

(1) Unit Planner. Upon receiving notification from higher headquarters, the unit planners begin planning. Unit level planning includes such things as equipment tailoring, load planning, and personnel selection.

(a) Marine Air Ground Task Force II (MAGTF II). Planning at all levels is conducted utilizing MAGTF II. In the near future, the Marine Corps will use Joint Force Requirement Generator II (JFRG II) for unit level planning.

(b) MAGTF Deployment Support System (MDSS II). MDSS II is used at all levels of the MAGTF to tailor equipment and supplies to mission requirements. Plan data is imported from MAGTF II, adjusted and exported back to MAGTF II. MDSS II can also export to AALPS for air load planning and to ICODES for ship load planning.

c. Transportation Planner

(1) After origins have been identified, unit level planning is completed, and an execution date is declared (C-day), transportation planning begins. Other than gross feasibility estimates and movement requirement validation, no transportation planning can be accomplished until a calendar date for C-day is declared.

(2) Transportation planning is the creation of carrier itineraries and scheduling (allocating) the plan requirements against specific carriers. When the actual movement of forces and sustainment occurs, manifesting takes place. In addition to scheduling the carriers and allocating the carriers to the plan movement requirements, the transportation planners coordinate the adjustment of the EAD/LAD window and the POD locations with the supported command. The availability of lift assets (carriers) and the throughput capability of the ports and airports often dictate re-prioritization and adjustment to the TPFDD. USTRANSCOM with its three component commands, and the supported command are the transportation planning commands.

(a) Surface Deployment and Distribution Command (SDDC). SDDC is responsible for scheduling movement within the continental United States (CONUS), primarily movement from origin to POE, and management of military seaports both CONUS and overseas.

(b) Air Mobility Command (AMC). AMC, an Air Force command, is responsible for all strategic air transportation. AMC uses the AMC Deployment Analysis System (ADANS) to: create carrier itineraries, allocate the carriers to movement requirements, and update the TPFDD with the resultant scheduling. Organic strategic air movement and in-flight refueling is coordinated through AMC.

(c) Military Sealift Command (MSC). MSC is responsible for strategic sea movement. It creates the ship itineraries and allocates shipping to the movement requirements. As in the air movement scheduling, the scheduling for sea movement is added to the plan TPFDD.

(d) Supported Command. The supported command is responsible for all movement within the theater of

operations from POD to destination. This information is also included in the plan TPFDD.

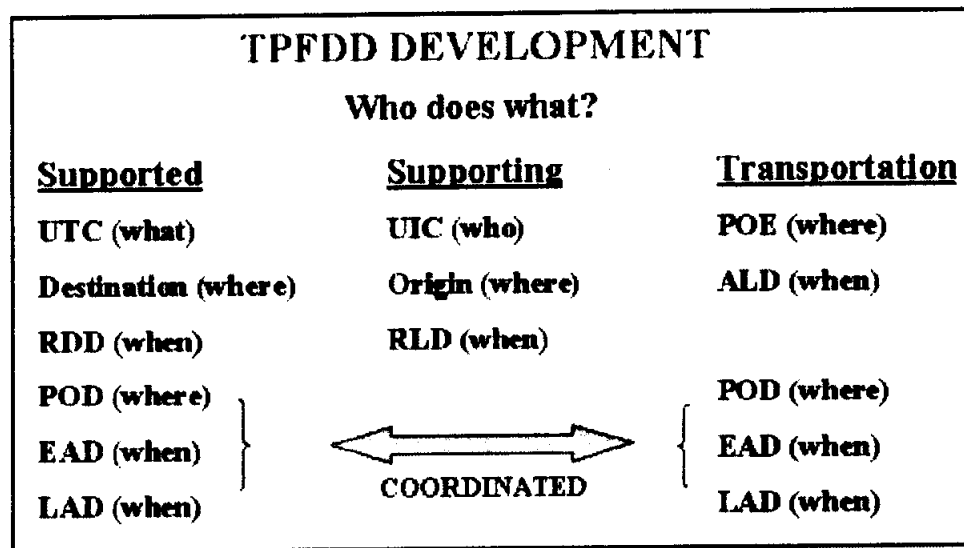


Figure C-7: TPFDD Development.

APPENDIX D

TIME-PHASED FORCE AND DEPLOYMENT DATA (TPFDD) DEVELOPMENT

1. INTRODUCTION

a. This appendix will document procedures for the use of Marine Corps planning systems in developing the TPFDD portion of the plan. Joint planning is normally done within the context of deliberate planning or crisis action planning. To this end, Marine Corps planning systems are discussed within the context of four procedural phases. These procedures address information data flow, system usage, and communication during the procedural phases. They provide end-users with the information and knowledge required to effectively and efficiently employ the MAGTF LOGAIS family of systems during the planning process. The illustration below shows the relationship between deliberate planning, crisis action planning, and the operation's procedural phases.

b. Procedures described in this Appendix are provided to augment system user manuals or guides. The primary intent is to show the information used, shared, and exchanged by systems; and how and when such information is transferred or communicated between systems for TPFDD development. It is important to remember that while the MAGTF LOGAIS family's primary application will be in the operating forcers, these systems will also be used for other activities supporting the operating forces and in training environments such as the Marine Corps University or Training and Education Command.

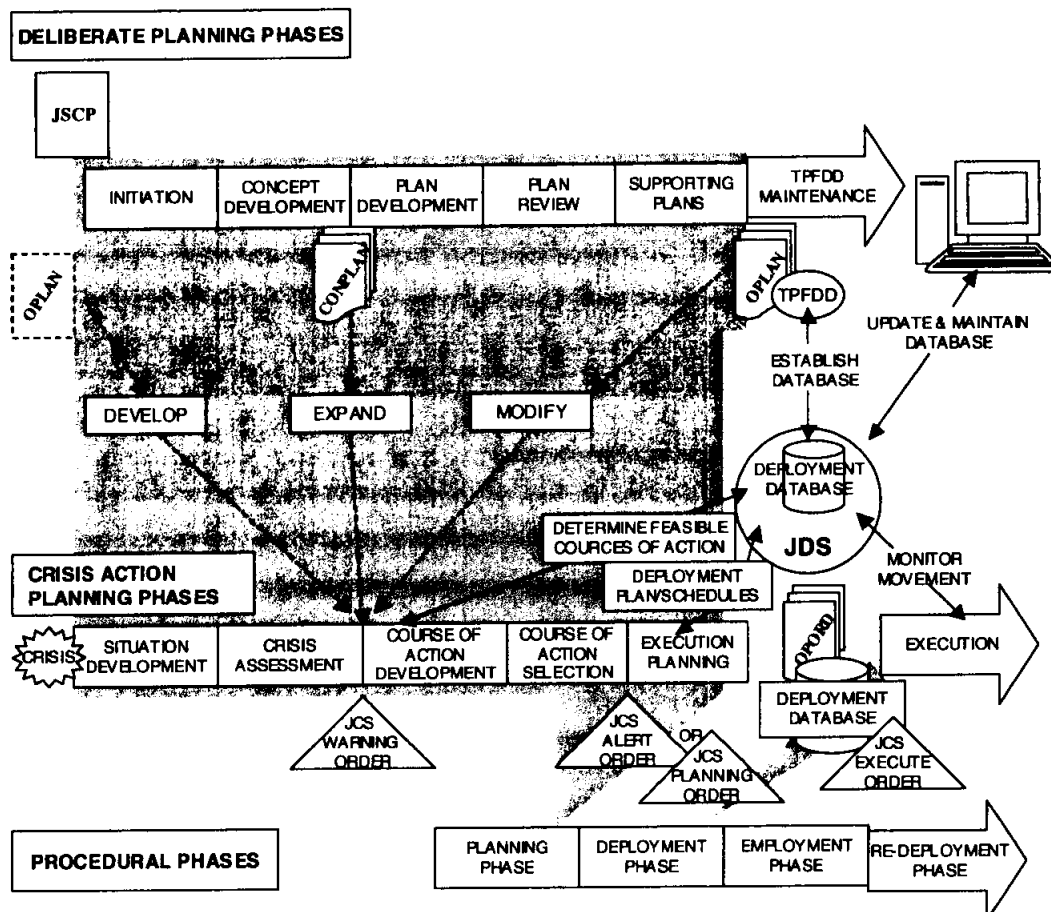


Figure D-1: Relationship of Deliberate Planning to Crisis Action and Procedural Phases.

2. PROCEDURAL PHASES

a. Introduction. On short notice, the Marine Corps must prepare and deploy task forces, tailored to mission requirements, in response to any world trouble spot. Deploying MAGTFs range in size and capability from the Marine Expeditionary Force (MEF), capable of conducting operations of any level and intensity, to the Special Purpose MAGTF (SPMAGTF), configured to accomplish missions for which larger MAGTFs are not appropriate. A vast number of tasks must be accomplished by each MAGTF in order for the MAGTF to deploy, accomplish its mission, and return to its home base. These tasks are accomplished in the procedural phases, although some tasks overlap, or continue, from one phase to another. The high level procedural phases are planning, deployment, employment, and redeployment. It is important to remember that the procedures described can be accomplished during any of the four procedural phases. It should also be noted that

procedures described for a specific system during a particular phase might also be discussed for another system during the same or another phase. This is necessary in order to adequately address the procedures for each system.

(1) Planning. Planning is the phase during which a plan requirement is recognized; plan development responsibilities are assigned; and the plan is developed. Planning is accomplished in a deliberate mode or in a time-sensitive mode, which includes crisis action planning procedures. It is during this phase that the TPFDD is developed.

(2) Deployment. The deployment phase begins when forces start to move from home bases, or materiel from storage sites begin to move en route to the assigned employment area.

(3) Employment. During the employment phase, forces are operationally or tactically committed within the area of operations. This phase includes all levels of combat, humanitarian relief operations and other non-combat operations. The redeployment TPFDD is developed during this phase.

(4) Redeployment. Redeployment is the movement of forces out of the operations area and return to home base(s), or the relocation of in theater forces to another area of employment.

b. Information Sequence and Data Flow. Information is data that has been collected and processed into a meaningful form. Each MAGTF LOGAIS system has the capability to collect data and process that data into information. The data is collected through interfaces with users and other systems. Interoperability among systems requires that the information created or modified in one system be passed to, or received from, other systems. This must be done in a sequence that allows that information to be accessed at the proper time for any authorized procedure or process (i.e., data manipulation or report generation).

c. Protection of Information. Users must understand the requirements for protection of classified material and must vigorously guard against classified data compromise when dealing with the transfer of information among systems users. Users must be continually security conscious. This

is mandatory since the systems manipulate data up to the secret level.

d. Composition. The MAGTF LOGAIS family of systems includes: MAGTF II (to be replaced by JFRG II) and MDSS II, AALPS and ICODES are joint migration systems that enable the Embarkation Planner the ability to load aircraft and ships. Although not a member of the MAGTF/LOGAIS family, ATLASS is integral to the overall FDP&E process. Appendix B contains detailed description of each of these systems.

3. PLANNING PHASE. There are two planning modes that will be addressed: deliberate planning and crisis action or time-sensitive planning. Each of these planning modes has an established set of procedures. These procedures are set forth in the appropriate joint doctrinal publications and are further outlined in Chapter 5. Briefly, deliberate planning is based on an anticipated scenario that would require the use of forces to accomplish national objectives but for which no deployment is intended or expected in the near term. Crisis action planning is accomplished when a situation requires forces to prepare for deployment. Crisis action planning may result in the actual deployment and employment of forces.

a. Marine Air-Ground Task Force II (MAGTF II)

(1) During the planning phase, MAGTF II's primary objectives, supported by its functional capabilities, are to: create and/or modify force structures, establish force lift and movement requirements, and determine force sustainment requirements. A plan is the first element required to satisfy these objectives. Plans may be imported from JOPEs or they can be created initially in MAGTF II.

(a) In the first instance, the MAGTF planner downloads a JOPEs plan, via the GCCS workstation, to a disk and imports the plan to MAGTF II. It is not necessary for the MAGTF planner to have direct access to the workstation, because the plan is downloaded to a disk for manipulation at a stand-alone computer. Disks containing data extracted from JOPEs can be transported via courier, or by mail (with required attention to security requirements), to any location. Plans may also be passed via standard e-mail attachment, or downloaded from a command's SIPRNET website.

(b) In the second instance, the MAGTF planner creates a plan and develops the plan force structure in MAGTF II. This may be to develop force modules for "on the shelf" retention, or to develop a force structure for later inclusion in a combatant commander's plan, even if that plan is not currently available from JOPES.

(c) In either case, the MAGTF planner develops the entire force structure to be deployed in MAGTF II.

1. FM's for each MSE are exported to disk and provided to the MSC's parent Major Subordinate Element (MSE).

2. MAGTF planners at each level create Force Modules (FM's) for each MAGTF MSE.

(d) Each MSE, coordinating with its parent MSC and the MAGTF commander's staff, uses MAGTF II to develop the MSE's portion of the MAGTF force structure. This is done by creating force records by Unit Line Number (ULN) and, if necessary, using notional data from the Type Unit Characteristics File (TUCHA). This may result in changes to the MAGTF created force structure, which must be coordinated with the MAGTF commander. Standard ULN construction is described in chapter 4.

(e) MSEs enter Origin to Point of Embarkation (POE) movement (mode, source, Ready to Load Date (RLD) and Available to Load Date (ALD)) data for each ULN.

1. Notional data (type units) can be utilized to provide first cut lift requirements for the MAGTF.

2. Data from the war reserve system (WRS) is used for calculating and sourcing sustainment requirements.

(f) MSE force structures are passed by disk to the MAGTF. They are restored to the plan and combined to form the force structure for the complete MAGTF.

(g) The MAGTF CE planner enters movement data for the remaining deployment legs (POE/POD, POD/DEST) and interim stops. This data includes:

1. Mode, source, Earliest Arrival Date (EAD), Latest Arrival Date (LAD), Required Delivery Date at the Destination (RDD)/combatant commander's Required Date (CRD).

2. Data for intermediate stops.

(h) The MAGTF force structure is exported to JOPEs by MAGTF II via GCCS, uploaded to JOPEs via diskette, and imported to the JOPEs resident Operations Plan (OPLAN) using the JOPEs (JDS) B3 merge functions. Procedures for this operation are more completely described in the EWTGLant's MAGTF II User's Manual.

(i) The MAGTF force structure is now contained in the combatant commander's plan for review. The structure identifies lift and movement requirements for CDRUSTRANSCOM to assign available air and sealift.

(2) Deliberate Planning. The plan will be reviewed and revised or updated as required based upon the Joint Strategic Capabilities Plan (JSCP). Notional unit data used in deliberate planning will normally be configured to reflect MAGTF planning only. For example, TUCHA data for a company may be tailored to show a platoon, vice the entire company, or anticipated reinforcement. This remains notional, because it is not sourced with Unit Identification Codes (UIC) and unit names, and it does not reflect any unit's actual composition. Notional data is a close approximation of planned unit structure and lift requirements. During the review cycle, a combatant commander may require that the ULN be sourced. Sourcing will normally be accomplished in MAGTF II as described below. However, if a high degree of precision for cargo and personnel data is required (i.e. level VI detail), MDSS II will be used to provide sourcing. Once the plan is exported to JOPEs and the review cycle is complete, the MAGTF may retain the plan as a MAGTF II file or back it up to disk for storage to use/review as required.

(3) Crisis Action/Time-Sensitive Planning. If the situation requires crisis action planning and possible force deployment, the procedures described previously will be followed to begin initial planning. During this time, the MAGTF commander, combatant commander, and CDRUSTRANSCOM's Transportation Component Commands (TCCs) require accurate, up-to-date information concerning the

deploying forces. This requirement is satisfied through the sourcing procedure.

(a) Sourcing consists of associating actual units to ULNs by entering the units' UIC to the record. This process also causes the units' names to be added to the record.

(b) The plan contained in the MAGTF MSE's MAGTF II system is exported and imported into MDSS II via disk. MDSS II matches the UIC and unit name of the actual units assigned to each ULN (UTC and unit name match is accomplished in MAGTF II prior to exporting to MDSS II). Additionally, actual cargo and personnel data replaces the notional data previously contained in each ULN. MAGTF II possesses the capability to source units/ULNs and tailor cargo and personnel details to reflect actual lift requirements. However, this is not the preferred method except in those cases where MDSS II may not be available.

(c) The sourced plan is exported from MDSS II and imported back to MAGTF II. Sustainment requirements are recalculated based on the actual unit data now contained in the ULNs and sourced using the WRS.

(d) The sourced plan is exported from MAGTF II to JOPEs, providing the supported combatant commander with actual information concerning the MAGTF.

(e) Virtually all deliberate planning is conducted by the MEF staff and the staffs of the MEF's MSEs/MSCs (Division, Wing, and Marine Logistics Group (MLG)). The MSCs may designate headquarters within their respective command structure to act as planning agents for certain plans. These planning sections will utilize MAGTF II the same way as a MAGTF MSE. The procedures described above may be repeated as often as necessary to modify and update plans.

b. MAGTF Deployment Support System II (MDSS II)

(1) During the planning phase, MDSS II is employed to:

(a) Create the Unit Deployment List (UDL), which consists of the equipment density list and the roster, which consists of the personnel file.

(b) Import a ULN force structure from MAGTF II; source each ULN by matching it to a UIC and Item ID to the requirement; replace notional TUCHA data with actual unit lift data (cargo and personnel); and export the "sourced" force structure back to MAGTF II.

(c) Export embarkation planning data to AALPS for aircraft load planning.

(d) Export embarkation planning data to ICODES for ship load planning.

(e) MDSS II will also be used for Convoy Movement planning from the Origin to POE, the POD to destination and identifying support request requirements for external transportation requirements.

(2) A primary objective of MDSS II is to provide the unit commander the means to create, maintain, and update the unit database. This involves developing a garrison Unit Deployment List (UDL) and a unit roster (ALPHA Roster) in MDSS II. Detailed procedures for using MDSS II are provided in the MDSS II user's guide. Required data elements to support movement are provided below. This includes required fields to support RFID and Global Transportation Network (GTN) data requirements:

(a) Unit Identification Code (UIC). The UIC is the SORTS reportable UIC for the unit. This is a mandatory field. A look-up is available.

(b) National Stock Number (NSN). The NSN is the 13-digit number that represents the item. This is a mandatory field. A look-up is available. The user may desire to populate the Item ID first, which will auto-populate the NSN.

(c) Package ID/Serial Number. The package ID/serial number is a mandatory field. The system will auto create the package ID when a record is inserted. The user has the option to change this field.

(d) Item ID: The item ID field will auto-populate when the NSN is populated. The user may, however, populate the Item ID to populate the NSN field. Since all items within the UDL (specifically class IX repair parts for Blount Island) do not have Item IDs this is an optional

field. The link between the NSN and Item ID also provides for the population of other fields with the MDSS II database. These fields are:

1. NSN Configuration: Required entry.
2. Description: Required entry.
3. Weight: Required entry.
4. Length: Required entry.
5. Width: Required entry.
6. Max weight: Required entry for parent equipment when preparing cargo for ICODES export.
7. JCS Cargo Category Code: Required entry.
8. IMO Code: Required entry for Hazardous Material.
9. UN Code: Required entry for Hazardous Material.
10. Quantity per cargo: Must reflect at least 1.
11. Number of cargoes: Must reflect at least 1.
12. UP&TT Number: Required.
13. Net Explosive Weight: Required entry for ammunition.
14. Supply Class: Optional.
15. Model Number: Optional.
16. Shelf Life Code: Optional.
17. Unit of Issue: Optional.
18. Pack Type: Required entry. (Note: If the item is a container with cargo associated to it, the

user will be queried during the writing of the RFID Tag to change the Pack Type code from CO to the appropriate code).

- 19. Commodity Code Air: Required entry.
- 20. Special Handling Air: Required entry.
- 21. Commodity Code Water: Required entry.
- 22. Special Handling Water: Required entry.
- 23. Special Handling Type Water: Required entry.

(e) Unit Line Number (ULN). The ULN is a required field. A look-up is available.

(f) Transportation Control Number (TCN). The TCN is automatically created for the user when generating an export file for GTN 21 Cargo, GTN/HOST, CMOS or WPS. The user can also select particular UDL records then have MDSS II create TCNs for the selected records.

Note. If any of the above required fields do not auto-populate, the user must populate these fields. The required fields will be critical in the creation of the TCMD data that will write to the RFID tag.

(3) MDSS II's application for maintaining the unit database is not merely a procedure accomplished during the planning phase. It is an integral responsibility of each unit to load its unit data to MDSS II and maintain that data to accurately reflect the unit's embarkation status at any time. MDSS II is available at all levels down to separate company level, to include all Reserve training centers.

(4) MSE headquarters may be formed from a regimental headquarters, a portion of a FSSG organization headquarters, or possibly from within the headquarters staff of an MSC. Since the MSE headquarters may be an ad-hoc organization, MDSS II must be made available for use.

(5) With regard to a specific MSE, each MSE commander will normally be responsible to the MAGTF commander for much of the planning. The MSE commander will

also coordinate development of the MSE structure with the parent MSC and commanders of units assigned to the MSE.

(6) Sourcing the Force Structure. During the planning phase of a deployment, the MAGTF commander develops the MAGTF's force structure in MAGTF II. The MAGTF commander may initially use notional TUCHA data, which will then be tailored to more closely approximate the actual structure and lift requirements of the MAGTF. The force structure in MAGTF II reflects the force capabilities the MAGTF commander deems necessary to complete the assigned mission(s). Required capabilities are depicted by unit type; e.g., Electronics Maintenance Company, Maintenance Battalion, FSSG, as indicated by the Unit Type Code (UTC) associated to a ULN. However, as stated in the MAGTF II section, the initial force structure does not show actual units (by UIC/unit name). Moreover, it does not provide actual unit cargo and personnel data for lift requirements determination.

(a) The proposed force structure (task organization) developed by the MAGTF commander is submitted to the MEF commander for approval and tasking to the MSCs to provide the appropriate forces. MSC commanders designate a MSE commander and task subordinate units (such as regiments, battalions, groups, etc.) to provide forces to build the MSE as required to perform the assigned mission(s). Units may be directed to report in total or to form detachments for assignment. Based on explicit and implied tasks, each unit or detachment employs MDSS II to develop a list of supplies, equipment, and personnel to be deployed.

(b) Like MAGTF II, MDSS II is functionally capable of developing a ULN force structure at any level of command where it is installed; however, the user will only be capable of creating ULNs. The movement data (i.e. mode/source, POE/POD, and dates) must be populated in MAGTF II. This capability will probably be used only in the absence of MAGTF II availability. However, MDSS II cannot export data directly into JOPES. Determination of use is the commander's prerogative, though certain cautions are warranted if MDSS II is used for this purpose. MDSS II's user processes have not been validated against the JOPES required information for OPLANs and does not contain all of the required data elements for ULNs or TPFDDs. In addition, certain data elements, if entered, require the

plan to be classified. ADP security regulations dictate that every screen displaying classified data to show the data's classification in banners at the top and bottom of the computer screen. The overlap of similar, but not exact, capability necessitates the publication of specific, detailed policy for each system's use to prevent misuse, data corruption, and security risks.

(c) The ULN force structure for the plan developed in MAGTF II is exported from MAGTF II and imported by MDSS II. Normally only the portion of the force structure relating to a specific unit will be imported into MDSS II by the unit. That is, a battalion, which is a component of the Ground Combat Element (GCE), will be provided only the ULNs for that battalion, its companies, and any attachments that may be assigned to the battalion. The physical export and import procedures are described in the user's guides for MDSS II and MAGTF II.

(d) When the ULN structure is imported into MDSS II, the unit will update the ULNs. The unit will follow the procedures in the MDSS II User's Guide to replace notional MAGTF II cargo and personnel data with the accurate, up-to-date data contained in the unit's UDL. The notional ULNs are sourced with the unit's actual UIC and unit name. The sourced force structure is exported to MAGTF II for inclusion in the MAGTF's total force structure.

(e) Both the MAGTF commander and MSE commanders will issue specific guidance for MAGTF II/MDSS II force structuring and update procedures.

(7) Embarkation Planning. MDSS II is the MAGTF's and unit's primary tool for recording and maintaining embarkation data and information. The basic building blocks of this information are the data representing individual items of equipment and supply and the individual personnel assigned to the unit. These data are entered manually to MDSS II or imported from other systems.

(a) Equipment and supply information are imported from the ATLASS.

(b) Information for pre-positioned equipment is imported into MDSS II by multiply systems at Blount Island Command (BIC). These imports are specific to BIC and part of the normal functionality of MDSS II. Once the

data is in MDSS II at BIC, the data is export by BIC in MDSS II format for the Operating Forces.

(c) Personnel information is derived from UD/MIPS.

(d) Unit ammunition data will be accessed/provided to MDSS II via the ROLMS import into MDSS II.

(e) With the availability of LOGMARS and RFID equipment, the capability exists to create and update unit databases in MDSS II using this technology.

(8) At the unit, the MDSS II unit database is maintained and updated daily or as needed by the unit. When a unit is tasked to prepare for deployment, it creates a deployment UDL and roster from the Garrison UDL and roster, which is used to update the notional MAGTF II force structure.

(9) In the planning phase, one of MDSS II's primary roles is to receive movement requirements then, provide movement support (User | Movement). MDSS II must have support type assets (i.e., passenger and cargo carrying vehicles, materials handling equipment and other support equipment such as floodlights). Once the plan is updated, MDSS II automatically filters the support type assets from the UDL through the User | Movement | Setup | TAUDL module. The user will be required to update the Status and Section codes for the TAUDL records. Requests for support, tasking units providing support, and tracking of the support, can be provided. To properly use this functionality, the user must understand the basics of arranging transportation support. The user can utilize tactical assets, base motors or the TMO to support requests. Interfaces to CMOS, GTN / HOST, GTN / PAX, GTN 21 Cargo, GTN 21 Personnel and WPS provide the ongoing processing of support requests.

(10) During the planning phase, the UDL developed for the deploying unit is entered into ATLASS to build the loaded unit allowance file (LUAF) and RUAF.

(11) As units and detachments report to the MSE, they provide MDSS II embarkation databases, which are combined to form an embarkation database for the MSE. The

MAGTF develops its embarkation database by combining the MSE databases.

(12) The MAGTF commander, in coordination with the combatant commander and the MSE commanders, determines the order in which units of the MAGTF should arrive in theater. This is termed phasing. The MAGTF's preferred phasing is reflected in the plan TPFDD by assigning planned movement dates from/to Origin, POE, POD, and DEST to the ULNs in MAGTF II. Dates are expressed as "C-Days" with C-Day being the day force deployment commences. The importance of this process is that this information is the basis upon which transportation is planned and assets are allocated by CDRUSTRANSCOM's TCCs and the combatant commander.

(13) Transportation allocations are communicated to the MAGTF commander who in turn assigns MAGTF assets to transportation assets (ships/aircraft).

(a) Origin to POE movement planning consists of determining in MDSS II what, where, and when specific cargoes and/or personnel must be moved. This information is provided to movement support agencies via MDSS II. Movement support agencies plan the movement and inform moving units through the designated chain of command. Changes in requirements are communicated as required through the MDSS II.

(b) Planning for cargo embarkation onto strategic lift assets is conducted in MDSS II and communicated through the MDSS II's interfaces to AALPS and ICODES.

1. For ship load planning, embarkation teams (single ship) are formed in MDSS II. This information is passed to ICODES, where actual load planning is accomplished.

2. For aircraft, chalks (single aircraft load) are formed in MDSS II. This information is passed to AALPS, where actual load planning is conducted.

(c) For MAGTFs assigned Maritime Prepositioned Force (MPF) missions, data will be inputted into MDSS II. The MAGTF commander, using MDSS II functionality, should direct planned allocation of supplies and equipment aboard MPS. MDSS II to MDSS II peer communications will be

employed to identify allocations to MSEs and subordinate units.

(14) Planning Updates. Throughout the planning phase, MDSS II provides the capability to efficiently keep the MAGTF and its subordinate elements up-to-date to any changes in near real-time. It interfaces with other systems allow these changes to be automatically incorporated in other facets of planning that may be affected by the changes.

c. ATLASS. In the planning phase, supply personnel will utilize ATLASS to provide asset visibility and supply support to the MAGTF. The MAGTF commander ensures that all appropriate units have ATLASS loaded. The Combat Service Support Element (CSSE) will ensure that sufficient computer resources are available to furnish any Combat Service Support Detachment (CSSD) formed to provide direct supply support to other elements/units of the MAGTF (the CSSE provides general support to the MAGTF). Each MAGTF unit possessing ATLASS will download deployment files from SASSY mainframe files to populate their respective ATLASS databases.

(1) During the planning phase and after MSEs and subordinate units have "chopped" to the MAGTF for operational control (OPCON), the MAGTF commander may use ATLASS functionality to redistribute supplies and equipment among the MSEs to ensure that each element has the material needed to perform its missions. Likewise, subordinate elements and unit commanders may effect redistribution within their organizations.

(2) ATLASS extensively employs LOGMARS technology to conduct physical inventories and construct location files. Data collected with data collection devices (DCD) is downloaded into the ATLASS computers.

d. ICODES. During the planning phase, MAGTF embarkation personnel use ICODES to execute detailed shipload planning. This includes plotting planned stowage locations of MAGTF cargo aboard specific ships.

(1) The information required to employ ICODES is imported from MDSS II. Although less desirable, cargo data can be entered manually if MDSS II is not available.

(2) After stowage has been planned, ICODES provides MDSS II the planned cargo package locations and ship compartment data for each ship loaded. Proposed deck diagrams are plotted and submitted for load plan approval.

(3) ICODES shipload plans can be revised as needed to respond to situational changes.

e. AALPS. During the planning phase, MAGTF embarkation personnel use AALPS to execute detailed aircraft load planning. This includes plotting planned stowage locations of MAGTF cargo aboard specific types and configurations of aircraft. Passengers (PAX) are loaded by total number vice individually.

4. DEPLOYMENT PHASE. This section describes the operational procedures for the use of the MAGTF LOGAIS components during the deployment phase. Deployment commences when the order is given to execute the OPLAN (the OPLAN becomes an OPORD at this time). The deployment phase encompasses those pre-deployment movements of forces directly relating to the deployment and the movement of forces from origins to final destinations, where employment of the force takes place.

a. Marine Air-Ground Task Force II. During the deployment phase, MAGTF II continues to perform those functions described in the planning phase. As the need arises, MAGTF II developed force structures will be exported to MDSS II for updates to reflect changes in cargo and personnel assigned to deploying units. If necessary, changes to unit sourcing; i.e., UTC matching to a ULN may also be made. Similarly, relevant portions of JOPES plans are imported into MAGTF II for update/revision and then exported back to JOPES for review by the combatant commander and transportation agencies.

(1) During this phase, MAGTF II, in concert with MDSS II, keeps the combatant commander, TCCs, MAGTF commander, and higher Marine HQ apprised of the status of force deployment.

(2) At the POEs each ULN item or person is recorded, by LOGMARS or manually, as it boards assigned carrier(s). This information shows what cargo and passengers from the ULN actually boarded ("manifested") on a specific carrier. The manifest data is passed to MDSS II

via wireless modem or physical link. Upon completion of loading a carrier, MDSS II will export as-loaded cargo detail and number of passengers embarked to MAGTF II (as well as to external systems).

(3) After the manifest data is imported to MAGTF II, the system will use the data in the following update processes:

(a) For ULN(s) loaded on a carrier, the actual manifested cargo and/or passengers will be compared with the data for that ULN in MAGTF II. This level of detail cargo/passenger data will reflect the major end items and number of passengers manifested. When mismatches occur, the incorrect data will be replaced with the actual manifest data. For example, when a ULN that shows 5 HMMWVs and 50 passengers in the TPFDD boards with its carrier at the POE, it is recorded (manifested) as actually deploying 4 HMMWVs and 55 passengers. When this data is imported into MAGTF II, the ULN will be automatically adjusted from 5 to 4 HMMWVs and 50 to 55 passengers. The MAGTF's updated TPFDD, showing actual manifest data in MAGTF II, will be exported to the JOPES Requirements Subsystem. In JOPES, the updated ULNs will replace their corresponding ULNs in the combatant commander's TPFDD. In addition to providing asset visibility, this procedure ensures that when a ULN has fully deployed with all its assigned cargo and passengers, it is accurately reflected in the TPFDD reports; i.e., the ULN will not show as partially manifested when it is in fact fully manifested.

(b) The second update involves updating the JOPES S&M subsystem. The S&M subsystem contains carrier itineraries and information concerning which ULNs are scheduled for a specific carrier. The purpose for updating is to accurately depict the ULNs, and the actual number of passengers and/or cargo short tons (airlift) or measurement tons (sealift), which deployed on a carrier. The JOPES S&M Subsystem EQ screen will be emulated in MAGTF II. JOPES itinerary and scheduling information for selected carriers will be imported to MAGTF II via the MAGTF II/JOPES interface. This information will be displayed, by carrier, on the MAGTF II EQ screen. Actual manifest data for each carrier will be imported from MDSS II. In MAGTF II, the cargo and passenger manifest data will be "rolled up" to show Level II detail (i.e., passengers, short tons, or measurement tons). MAGTF II will perform a number of

processes in the update procedure, the end product of which will be an accurate portrayal, by carrier and ULN, on the MAGTF II EQ screen of the numbers of passengers and cargo quantities manifested. The updated EQ screen data will be exported, via the MAGTF II/JOPEs interface, to the JOPEs Scheduling and Movements subsystem EQ screen.

(4) MAGTF II will then provide the MAGTF commander the capability to revise schedules and ULN structures to get the right forces in theater when they are needed. The information also allows the combatant commander to keep abreast of inbound forces and direct changes to the flow if necessary. Additionally, this information allows CDRUSTRANSCOM's TCC's to make the most efficient use of scarce transportation assets.

(5) MAGTF II can be used en route to the POD/DEST, particularly if deploying by sea. For example, MAGTF II can be used to rapidly develop the force structure for a maritime raid force. Using the ship's communication assets, this force structure can be transmitted to the affected elements/units of the MAGTF. At the same time, MDSS II can be used to provide actual unit data if this information is not already available to MAGTF II users.

(6) Upon arrival in theater and prior to commencement of the employment phase, MAGTF II will continue to be employed to conduct planning functions. If needed, the MAGTF commander will use MAGTF II to revise force phasing, or even change the force structure to meet any situational changes that arise. Employing the available means of communications, the revisions can be transmitted to the rear for upload to JOPEs and sent to interested parties via MAGTF II. The MAGTF II/JOPEs interface can be accomplished locally, if GCCS is immediately available in theater.

b. MDSS II. During the deployment phase MDSS II continues to perform the functions described during the planning phase. Plan force structures are imported from MAGTF II and updated by replacing the previous unit data with the most current unit data. Ship and aircraft load planning may still be conducted, or previously developed plans may be revised. MDSS II will continue to be used to determine movement requirements. During embarkation operations, AIT and RFID will be used to record loading and stowage of cargo aboard ships. This data will update the

MDSS II database. The data will also be used by ICODES to provide as-loaded ships' load plans and deck diagrams and to produce Trim, Stability, and Stress Reports for commercial type ships.

(1) At Seaport of Embarkation (SPOE), cargo/container information will be exported from MDSS II to the Worldwide Port System (WPS) and provided to SDDC for commercial (MSC) ships.

(2) During periods aboard ship, MDSS II may be employed to provide unit data to MAGTF II. This may be done in situations such as the development of a maritime raid force. MDSS II may be used to accomplish the automated portion of developing the raid force in the absence of MAGTF II.

(3) Upon arrival at the POD/DEST, AIT and RFID will be used to scan cargo debarked from ships and airplanes. Collected data will update MDSS II at locations designated by the MAGTF commander. For example, debarking units may not be able to get computing equipment set up before moving from POD to DEST; then the MAGTF commander may direct that data be downloaded to a disk at a debarkation/movement control center and the disk provided to the appropriate unit before it moves out. The unit would upload the data to its MDSS II when the situation allows.

(4) The MDSS II/ATLASS interface will allow unit equipment and supply information to be passed from one system to another. This keeps each system's database updated and performing its functions with the most efficiency and accuracy.

(5) At seaports, beaches, and airheads, the MDSS II will be employed to develop and forward requirements for onward movement of forces to their respective destinations.

(6) G-1/S-1 will update personnel information in MDSS II.

(7) All of this data collection by MDSS II is extremely important to the commander whose unit may be deployed by different means, at different times. The commander's MDSS II UDL and roster will contain the details of cargo and personnel assigned to the deployed unit. As cargo and personnel arrive and debark, they are aggregated

into the "arrival" database, giving the commander an accurate, up-to-date picture of the unit coming back together.

(8) Effective use of MDSS II during the deployment phase will provide unit, MSE, and MAGTF commanders an accurate picture of the units' personnel, supplies, and equipment status prior to force employment.

(9) When the order to deploy is passed, the MAGTF begins its movement to air and/or sea POEs. Some predeployment staging at POEs may already have been accomplished. The MAGTF commander will continue to use MDSS II to generate "frag orders" that task and dispatch movement assets organic to the MAGTF. Fragmentary orders (frag orders) are fragments of a five-paragraph order that omit the details not yet known (e.g. pick-up times). Issued as a warning to the supporting units, frag orders direct them to be prepared, on order, to provide movement support to a moving unit. The frag orders prepared in MDSS II by the LMCC are released for execution by MEF units with the required movement support assets. Support requests pre-registered with base/station TMOs, including locally contracted and SDDC coordinated assets, will be executed. MSCs will provide support to the MAGTF MSEs formed from subordinate units.

(10) These movements are very dynamic, with frequent changes and revisions to requirements. MDSS II will be used continually to send and receive newly created, modified or canceled requests and taskings. Units at nearly every level will use MDSS II during the deployment phase not only to request support and/or receive taskings, but to monitor the status of the movement as well.

(11) Designated support units will use MDSS II transportation functionality to provide the MCCs with constant updates on the status of movement support assets currently available and future asset availability. The MAGTF will conduct marshalling, staging, and convoying per the movement plan developed, in part, with MDSS II. Changes responding to situations may be promulgated via MDSS II.

(12) During the movement to POEs, MDSS II will be used in conjunction with other technologies, such as LOGMARS and RFID, to provide in-transit visibility of

personnel and cargo moving in convoy and separately by Marine as well as non-Marine commercial vehicles.

(13) At the POEs, LOGMARS and RFID will be used extensively to track MAGTF assets through staging and onto carriers. This information will be transmitted into MDSS II and will provide asset visibility to deploying unit commanders during movement/staging. LOGMARS, RFID or manual entry will be used to track the actual loading of ULNs (cargo and passengers) aboard carriers.

(14) When the cargo and passenger manifest data is processed, MDSS II retransmits the information to GTN/HOST, GTN/PAX, GTN 21 ITA (updating the previously sent GTN 21 Cargo and Personnel information) and WPS. The information passed will provide movement information and in-transit asset visibility to all concerned.

(15) Additionally, cargo and passenger manifest data will be exported to MAGTF II. MAGTF II will import the data and process it for export to JOPEs to accomplish the following updates:

(a) Manifest data will update carrier schedules in the JOPEs Scheduling and Movements subsystem (EQ function) to show which ULNs, and the actual number of passengers and short tons (airlift), or measurement tons (sealift), deployed on a specific carrier.

(b) ULNs whose actual loaded cargo and/or passenger detail differ from that shown in the plan TPFDD, will be adjusted to show accurate quantities/details in the JOPEs Requirements subsystem.

c. ATLASS

(1) Required SASSY files are imported to ATLASS. The MAGTF CE account, main account (normally at the CSSE), CSSD account, and Using Unit Accounts are established during the planning phase. During the deployment phase, the flow of ATLASS information within the MAGTF remains the same as in the planning phase. ATLASS requisitioning procedures through SASSY and MILSTRTP are unchanged. The primary difference in procedures between the phases is the communications media employed to submit ATLASS transactions and receive transaction status. SUADPS/NALCOMIS provides the inventory and financial management, and maintenance

management support, respectively, for "blue dollar" aviation logistics support.

(2) During the deployment phase, as in the other phases, the MAGTF commander may use ATLASS functionality to effect redistribution of assets within the MAGTF. This capability is also available to the MSE and subordinate unit commanders. Receipts, losses, and transfers of assets are recorded in ATLASS and passed to MDSS II to update the UDL via the ATLASS/MDSS II interface.

(3) Upon arrival in theater, MDSS II data collected (using AIT as extensively as possible) during debark operations are imported to each units' ATLASS. ATLASS imports cargo information from TOMS/CMS during the ship off load process. In addition to ensuring reconciliation of the unit's status in both systems, ATLASS uses the data to create transactions to report any changes in unit assets that may have occurred (losses, etc.).

(4) Financial accounting is accomplished via the ATLASS/SASSY interface. The SASSY Management Unit (SMU) imports ATLASS transaction data into SASSY. SASSY accepts ATLASS data and provides financial data for retrieval by the Standard Accounting and Budget Reporting System (SABRS). Although ATLASS does not provide financial data directly to SABRS, it allows the MAGTF commander to extract financial information for review and to ensure that the MAGTF is operating in a fiscally sound manner.

d. ICODES

(1) In the deployment phase, the ship's load plans developed in ICODES are used for reference during embarkation operations. Additionally, planners continue to use ICODES to develop ships' load plans for newly assigned shipping and to revise pre-planned loads. During, and upon completion of actual ship loading, AIT DCDs are employed to record cargo stowage locations aboard ship. AIT data is downloaded into MDSS II and then exported to ICODES through the ICODES/MDSS II interface to develop as-loaded load plans and deck diagrams for each ship.

(2) ICODES will be used by Marine Combat Cargo Officer/Assistant (CCO/CCA) personnel aboard Navy amphibious shipping to record stowage and manage landing force operational reserve material (LFORM). The LFORM data

contained in the CCO's ICODES will be exported to the embarkation team's ICODES suite allowing more precise automated stowage planning. ICODES will also contribute to the efficient and effective management of LFORM through the interface with MDSS II wherein the ICODES LFORM data will be exported to MDSS II providing the MAGTF commander a detailed view of LFORM status.

(3) Following debarkation at the POD, ICODES load plans can be saved to disk for future use.

e. AALPS. During the deployment phase, the aircraft load plans developed in AALPS are used for reference to conduct embarkation operations. AALPS is also employed to develop load plans on the flight line to respond to the changing airlift situation. Procedures for AALPS during this phase are the same as described in section 5.

5. EMPLOYMENT PHASE. During the employment phase, forces are operationally or tactically committed within the area of operations. This phase includes all levels of combat as well as humanitarian and other non-combat operations. This section discusses the use of the MAGTF LOGAIS systems during the phase.

a. MAGTF II. During the employment phase, MAGTF II will be used to develop force structures to support continued operations under the direction of the combatant or MAGTF commander. MAGTF II will also be used to develop the MAGTF's redeployment structure. A distinct advantage of using MAGTF II to plan for the combatant commander's redeployment or future operations during the employment phase is the ability to plan without immediate access to a GCCS workstation. The MAGTF's plan can be developed in the field, downloaded to disk and delivered by the most expeditious means to the GCCS/JOPEs site.

(1) Planning for force redeployment often commences while forces are still employed in operations. During this phase, MAGTF II functions as previously described except for the inclusion of force sustainment requirements that are not required for the development of redeployment plans. The MAGTF will develop its redeployment force structure and will then export it to MDSS II for updating the unit data and for upload to JOPEs.

(2) MAGTF II can also be used to develop force structures for operations to be conducted in theater as well as to evaluate proposed courses of action (COA). In time constrained situations, or in the absence of MDSS II, MAGTF II will be used to tailor cargo and personnel detail, to reflect actual on-hand, for the MAGTF II developed forces.

b. MDSS II. During the employment phase, MDSS II is employed in much the same manner as depicted in paragraph 4.b above.

(1) MDSS II is used to maintain the deployed unit's database. The UDL and roster are updated by AIT and/or RFID.

(2) Force structures developed in MAGTF II for force redeployment or future operations planning are imported into MDSS II to update changes in actual cargo and personnel data in the plan ULNs.

(3) MDSS II will be employed to request, plan, task, coordinate, and monitor movement support operations of MAGTF forces and other forces assigned to the joint force. MDSS II will also be used to conduct movement planning for the redeployment of the MAGTF for movement from the operations area to the Outside Continental United States (OCONUS) POE and from CONUS PODs to force home bases and stations.

(4) During day-to-day and tactical operations, units will utilize MDSS II while supporting themselves to the extent possible with organic movement assets. As required, requests for support will be forwarded to the MAGTF CSSE via MDSS II. Per the MAGTF commander's guidance, the CSSE will provide movement support.

(5) Based on the TAUDL (Transportation Asset UDL), the CSSE will determine the MAGTF's ability to support itself with its own assets. If this is possible, the appropriate MAGTF unit will be tasked. If not, a support request will be prepared in MDSS II and forwarded to the combatant commander.

(6) In supporting the redeployment planning effort, information concerning ship's berthing schedules and scheduled aircraft arrivals/departures will be provided to

MDSS II to develop the plan for marshalling, staging, and conveying. The CSSE/MAGTF LMCC will prepare frag orders for MAGTF movement support assets. As CONUS POD to home base/station movement requirements become known, support requests will be prepared and transmitted to the parent MEF by the LMCC, where MDSS II will be employed to register support requirements with MEF movement support units or with supporting establishment and commercial sources.

c. ATLASS. During the employment phase, ATLASS is the MAGTF commander's primary tool for maintaining asset visibility, redistributing assets among MSEs, and requisitioning supplies from Marine and non-Marine supply sources.

(1) As previously described, both MDSS II and TOMS/CMS will pass supply data to ATLASS allowing units' supply inventory files to be updated. Based on the data imported, ATLASS will create the appropriate transactions to reflect gains and losses.

(2) During the employment phase, the MAGTF and unit commanders will be kept informed of the organizations' status at their respective command levels through physical inventories and ATLASS generated reports. LOGMARS technology will figure prominently in the inventory process, as well as recording and passing to ATLASS supply item location data.

(3) If the situation warrants, the MAGTF commander will direct the CSSE to form CSSDs to provide direct CSS support to using units (battalion, squadron, regiment, etc.). Supply support will be from the main account established at the CSSE to the CSSDs and then to the using units. The MAGTF gives direction and monitors. Requisitions are created in ATLASS and flow from using units/CSSDs to the main account via ATLASS. The main account either issues the supplies or submits requisitions to Marine supply sources via the ATLASS/SASSY interface or to the Defense Logistics Agency (DLA) via the MILSTRIP interface. These requisitions may be filled in theater from consolidated stock points by direction of the combatant commander.

(4) Requisition status flows back to the original requester in the opposite direction of that taken by the requisitions.

(5) ATLASS will also be used at any level of command to create the transactions resulting from commanders' redistribution directives.

d. AALPS. During the employment phase, AALPS procedures are the same as those described for the deployment phase.

(1) AALPS will be used to plan the air embarkation for the redeployment of the MAGTF. Additionally, there may be situations in which AALPS is used to support the actual conduct of embarkation of forces for redeployment in theater.

(2) Redeployment in theater could be the result of the combatant commander directing the embarkation of the MAGTF, or a portion thereof, to conduct an amphibious operation. It could also be due to the combatant commander's requirement to reposition the MAGTF in theater.

(3) AALPS will also be used to plan aircraft loads to support day-to-day operations.

e. ICODES

(1) During the employment phase, ICODES procedures are the same as those described for the deployment phase.

(2) In this phase, ICODES will be used to plan ship embarkation for the redeployment of the MAGTF to CONUS. Additionally, there may be situations in which ICODES is utilized to support the actual conduct of ship movement of forces for redeployment in theater. Redeployment in theater could be the result of the combatant commander's requirement to reposition the MAGTF in theater, gain a strategic advantage, or to conduct an operation.

6. REDEPLOYMENT PHASE. This section addresses redeployment as the movement of forces out of the area of operations. Redeployment would appear to be the duplicate of deployment, only in the reverse direction. However, it is not that simple. Redeployment can be a very complex endeavor, depending on the size of the joint force, the MAGTF, and the movement support available. As the redeployment progresses, there will be fewer and fewer movement support assets available to the MAGTF.

Communications among MAGTF LOGAIS systems and with external systems becomes more difficult as assets are moved out of the area. The prudent use of MAGTF LOGAIS systems during this phase will assist in reducing confusion both in theater and on arrival in CONUS. This section addresses the procedures for use of the systems during the redeployment phase.

a. MAGTF II. During the redeployment phase, MAGTF II is procedurally employed as in the other phases.

(1) As the need arises, MAGTF II developed force structures will be exported to MDSS II for updates to reflect changes in cargo and personnel assigned to redeploying units, to include UTC modifications if there are changes as to which redeploying units are assigned to a given ULN. Similarly, relevant portions of JOPES plans are imported to MAGTF II for update/revision and then exported back to JOPES for review by the combatant commander and transportation agencies.

(2) MAGTF II in concert with MDSS II, performs the very important function of keeping the combatant commander, TCCs, the MAGTF commander, and higher Marine HQ apprised of the status of force redeployment.

(3) At the POEs each ULN is recorded, by LOGMARS or manually, as it boards assigned carrier(s). This information shows what cargo and PAX from the ULN actually boarded ("manifested") on a specific carrier. The manifest data is passed to MDSS II.

(4) MAGTF II will provide the MAGTF commander the capability to revise schedules and ULN structures. This is necessary to get the correct forces out of theater in the desired order. The information also allows the combatant commander to keep abreast of outbound forces and direct changes to the flow if necessary. Additionally, with this information, CDRUSTRANSCOM's TCCs can make the most efficient use of scarce transportation assets.

(5) MAGTF II can be used en route to the CONUS or other POD, particularly if redeploying by surface. For example, MAGTF II can be used to rapidly develop the force structure and identify sustainment requirements for a force directed to suspend its redeployment and divert to another mission. Using a ship's communication assets, this force

structure can be transmitted to the affected elements/units of the MAGTF with MDSS II being used to provide actual unit data, if this information is not already available to MAGTF II users.

b. MDSS II. During the redeployment phase MDSS II continues to perform the functions described in previous sections. Redeployment plan force structures are imported from MAGTF II and updated by replacing the previous unit data with the most current unit data. Ship and aircraft load planning will continue, and previously developed plans will be revised.

(1) During embarkation operations, AIT and/or RFID will be used to record loading and stowage of cargo aboard ships. This data will be imported into MDSS II. The data will also be used to update ICODES to provide as-loaded ships' load plans and deck diagrams and to produce Trim, Stability, and Stress (TSS) reports for commercial type ships.

(2) During periods aboard ship, MDSS II may be employed to provide unit data to MAGTF II for units comprising a force that is formed to perform a separate mission. MDSS II may be used to accomplish the automated portion of developing the force task organization in the absence of MAGTF II.

(3) Upon arrival at the POD, PDTs will be used to scan cargo debarked from ships and aircraft or RFID Tags will transmit data to interrogators. Collected data will be imported or automatically transmitted into MDSS II at locations designated by the MAGTF commander. For example, debarking units, for the most part, will probably move almost immediately away from the POD to home bases/stations. Thus, data may not be entered to a unit's MDSS II UDL at the POD, but rather at the unit area. The MAGTF commander may direct that data be downloaded to a disk at a debarkation/movement control center, and the disk provided to the appropriate unit before it moves out. The unit would upload the data to its MDSS II when the situation allows.

(4) The MDSS II/ATLASS interface will allow unit equipment and supply information to be passed from one system to another to keep each system's database updated and performing its functions efficiently and accurately.

(5) At seaports, beaches, and airheads, MDSS II will be employed to develop/revise and forward requirements for onward movement of forces to their respective destinations.

(6) G-1/S-1 will update personnel information as required in MDSS II.

(7) This collection of data by MDSS II is extremely important to the commander whose unit may have been redeployed by different means at different times. The commander's MDSS II UDL and roster will contain the details of cargo and personnel assigned to the redeploying unit. As cargo and personnel arrive and debark they are entered into the "arrival" database. This provides the commander with an accurate, up-to-date picture of the unit's status.

(8) Revisions to plans, support requirements, and requests are developed as needed.

(9) In preparation for redeployment, MDSS II is used during the employment phase to: conduct OPAREA to OCONUS POE movement planning; prepare support frag orders for MAGTF movement support units; establish/register transportation and movement support requirements; and provide initial CONUS POD to home base/station movement support to the parent MEF's FMCC/LMCC.

(10) As the redeployment progresses, progressively fewer movement support assets will be available. Thus, MDSS II's automated support becomes more significant in maintaining support asset listings such as the MAGTF's TAUDL.

(11) Once the redeployment order is given, and per the MAGTF commander's plan, units begin to move to air and seaports of embarkation.

(12) Organic transportation/movement support will be used to the maximum extent possible. Unit commanders will employ MDSS II to track assets as well as create internal taskings. Requirements for additional support will be forwarded to the appropriate MCC. Normally the MAGTF CSSE will form a LMCC to control and coordinate movement support and the actual movement activities.

(13) The MAGTF commander will continue to use MDSS II to task and dispatch movement assets organic to the MAGTF. The frag orders prepared by the CSSE will be released for execution by MAGTF units with the required movement support assets. Movement support requests pre-registered with the combatant commanders will be executed.

(14) These movements are very dynamic; frequent changes and revisions to requirements are the norm. MDSS II will be used continually to send and receive newly created, modified or canceled requests and taskings of others. Units at nearly every level will use MDSS II during this period, not only to request support and/or receive taskings, but to monitor the status of the movement as well. MDSS II provides commanders the status of equipment and personnel in near real-time through use of AIT and/or RFID technology.

(15) Designated support units will use MDSS II transportation functions to provide the FMCC/LMCC with constant updates on the status of current and future movement support assets availability.

(16) The MAGTF will conduct marshalling, staging, and convoying per the movement plan developed, in part, with MDSS II.

(17) Units will continue to update lift requirements until such time as the unit's computing capabilities (equipment) must be packed for movement, requiring an alternate means to get information into MDSS II.

(18) During the movement to POEs, MDSS II will be used to provide in-transit visibility of personnel and cargo moving in convoy and separately by Marine as well as non-Marine vehicles.

(19) At the POEs, MDSS II will be used extensively to track MAGTF assets through staging and on to carriers. MDSS II will provide asset and personnel visibility to deploying unit commanders and update the units' MDSS II UDL and roster.

(20) MDSS II will track the actual loading of ULNs (cargo and PAX) aboard carriers and transmit this data to MAGTF II for upload to the JOPEs Scheduling and Movements

Subsystem. MDSS II ships as-loaded information can prepare Cargo Manifests for commercial shipping if ICODES or AALPS is not present. When the cargo and passenger manifest data is processed, MDSS II retransmits the information to CMOS, GTN/HOST, GTN/PAX, GTN 21 ITA (updating the previously sent GTN 21 Cargo and Personnel information) and WPS. The information passed will provide movement information and in-transit asset visibility to all concerned.

(21) At the CONUS POD, redeploying units of the MAGTF will stage and then move out to home bases/stations as directed by the MEF LMCC. Organic assets will be used within capabilities. The LMCC will employ MDSS II to task MEF units to provide support. Support requests pre-registered with base/station TMOs, including locally contracted and SDDC coordinated assets, will be executed. MEF MSCs will provide POD to base/station movement support to the MAGTF MSEs formed from their respective subordinate units.

(22) MDSS II and LOGMARS (AIT and/or RFID) will be used continually to track convoys and separately moving cargo.

c. ATLASS. During the redeployment phase, ATLASS remains the MAGTF commander's primary tool for maintaining asset visibility, redistributing assets among MSEs, requisitioning supplies from Marine and non-Marine supply sources, and financial accounting.

(1) During this period, the MAGTF and unit commanders will be kept apprised at their respective command levels of the organizations' status through physical inventories and ATLASS generated reports. LOGMARS technology will figure prominently in the inventory process, as well as recording and passing to ATLASS supply item location data.

(2) Supply support from the main account is established at the CSSE through the CSSDs and then on to the using units. The MAGTF gives direction and monitors supply support and requisitioning. Requisitions are created in ATLASS and flow from using units/CSSDs to the main account via ATLASS. The main account either issues the supplies or submits requisitions to Marine supply sources via the ATLASS/SASSY interface or to the Defense Logistics Agency (DLA) via the MILSTRIP interface. While

still in theater, these requisitions may be filled from consolidated stock points by direction of the combatant commander.

(3) Redistribution of assets among elements and units of the MAGTF during this phase could result in the return of assets to the original owners. Additionally, CSSDs may be disestablished and their accounts and supplies rolled back into the CSSE main account.

(4) The final event during the redeployment phase occurs when: all units of the MAGTF have returned to home bases/stations; the ATLASS files are exported to SASSY bringing the units back on line with the mainframe; and the ATLASS transactions are closed out or transferred to SASSY. Until this takes place, MAGTF units will continue to receive supply support through ATLASS.

d. ICODES. In the redeployment phase, the ships' load plans developed in ICODES are used for reference during embarkation operations. Additionally, planners continue to use ICODES to develop ships' load plans for newly assigned shipping and to revise pre-planned loads as required. During, and upon completion of, actual ship loading, AIT DCDs are employed to record cargo stowage locations aboard ship. This data can be downloaded into ICODES and MDSS II to update the ship load plan and the UDL.

(1) ICODES will be used in conjunction with MDSS II to support reconstitution of MPS loads.

(2) LFORM stowage and management also must be attended during the redeployment phase. Amphibious ships arriving to redeploy the force may have LFORM loaded. Additionally, if the MAGTF or a portion of the MAGTF is diverted to perform a mission en route, LFORM may be required.

e. AALPS. The aircraft load plans developed in AALPS during the employment phase are used for reference to conduct aircraft embarkation operations. AALPS is also employed to develop load plans on the flight line as needed to respond to the changing airlift situation.

(1) The information required to employ AALPS is imported from MDSS II. Although less desirable, cargo and

PAX data can be entered manually if MDSS II is not available.

(2) Proposed aircraft load diagrams are plotted and submitted to the USAF TALCE/Military Airlift Wing scheduled to fly airlift missions for load plan approval. When approval is received, aircraft loading commences.

APPENDIX E

MAGTF DEPLOYMENT SUPPORT SYSTEM II (MDSS II)

1. The MAGTF Deployment Support System II (MDSS II) is a key member of the MAGTF/LOGAIS family of systems. Units must maintain complete and accurate MDSS II data to provide for an effective, efficient FDP&E process.

2. Units will maintain their data utilizing the process outlined below. Level VI will be maintained for all serialized items, less individual issue weapons and non-serialized item (i.e., tents will show a quantity and be associated with a tent box; however, the tents must also be reflected in the Unit Deployment List (UDL)).

a. Unit Identification Code (UIC). Look-up field from the Unit table. This is a mandatory entry for all records. The UIC will be populated with the SORTS reportable UIC for the unit (i.e. the SORTS reportable UIC for First Battalion Second Marines is M12110. All unit equipment would be identified with that UIC. The unit would identify company equipment in the reportable unit code (RUC) field, e.g., M11212 for one of the companies).

b. National Stock Number (NSN). Look-up field from tech data table. This is a mandatory entry for all records. The NSN field can be populated using the look-up capability or will auto-populated when the item ID is entered. If the NSN were populated prior to the item ID, then the fields associated below with the item ID would be populated.

c. Package ID. Whether it is a system generated or a user-defined entry, it is a mandatory entry for all records. The package ID will auto-populate when the NSN or item ID is entered for the record. The user will be required to change the package ID to the box number or serial number for each item (i.e. a D1158 serial number is 555123, which will be entered into the package ID field). The package ID cannot contain spaces or special characters.

d. NSN Configuration. NSN configuration is a required entry that will be auto-populated when the NSN or item ID is populated in the UDL. The NSN configuration will be limited to:

(1) Assembled. Items that have multiple components (i.e. test sets or tool kits).

(2) Bare Item. Individual items that are unassembled (i.e. radio sets of the PRC variety).

(3) Basic Unit. Individual items that can be assembled (i.e. some VRC radios).

(4) Boxed. Used primarily for ammunition.

(5) Coiled. Used primarily for communication cable.

(6) Crated. Used primarily for items like bulk fuel bags.

(7) Flyaway. Used for all aircraft.

(8) Folded. Used for items that can be folded (e.g., tables, canvass).

(9) Item Container Package. Used for items that have multiple components that can be embarked as a complete set (i.e. communication shelters). This includes equipment that is normally shipped in its specifically designed container.

(10) Not in Source. Used for items that have no other configuration (i.e. candles).

(11) Operational. Used for all vehicles.

(12) Palletized. Used for palletized items (i.e. AMAL/ADALs).

(13) Skid mounted. Used for items that will be mounted on a skid (i.e. air conditioners or generators).

(14) Vehicle mounted. Items that are loaded on trailers (i.e. riverine craft).

e. Item ID

(1) Look-up Field from Tech Data Table. This is an optional entry. The item ID is populated from the tech

data table. The tech data table is currently being updated, so that all equipment will have an item ID. When all the equipment has been identified, item ID will become a required field. When the item ID or NSN is populated, numerous fields are auto-populated. These fields include length, width, height, and weight.

(2) Once these fields are populated from tech data, the user has the ability to update/modify these fields (i.e. the tech data weight for a D1059 may reflect 22533, however the actual empty weight for that specific truck may be 23223. So the user will modify the field for weight. Do not populate the weight of the mobile load into the parent weight. The mobile loaded weight is contained and exported from the PUDL. The user must click on tools»utilities»fixed lost package links prior to performing the export). Additional fields that should be auto-populated, but normally do not require updating are:

- (a) JCS Cargo Category Code (JCSCCC). Contains a look-up option from the JCSCCC table.
- (b) Quantity per cargo
- (c) Number of cargos
- (d) UP&TT Line Number. Contains a look-up option from the UP&TT table.
- (e) Supply class. Contains a look-up option from the Supply Class table.
- (f) Model number. Contains a look-up option from the tech data table.
- (g) UN Code (hazardous cargo only). Contains a look-up option from the UN Code table.
- (h) IMG Code (hazardous cargo only). Contains a look-up option from the 1 MG table.
- (i) Net explosive weight (ammunition only). Auto-populated when a DODIC is entered into the item ID field.
- (j) Shelf life code

(k) Unit of issue. Contains a look-up option from the UI table.

(l) Pack Type. Contains a look-up option from the Mil Type Pack table. (Pack type code for containers will be required to be changed when cargo is associated to the container. Containers include 20ft containers and Quadcons).

(m) Air commodity code. Contains a look-up option from the Mil Air Com table.

(n) Air special handling. Contains a look-up option from the mil air HDL table.

(o) Water commodity code. Contains a look-up option from the Mil Watercom table.

(p) Water special handling. Contains a look-up option from the Mil Watercom 4 table.

(q) Water special handling type. Contains a look-up option from the Mil Watercom 5 table.

(r) Max weight

(s) Description

f. Transportation Control Number (TCN). The TCN is a required entry to support Global Transportation Network (GTN) and Worldwide Port System (WPS) exports, and the writing of RFID tags.

g. Unit Line Number (ULN). Contains a look-up option from the ULN Header table. The ULN Header table will be populated in plan data from the MAGTF II/JFRG II plan. This is a required entry for all Joint Operation Planning and Execution System (JOPES) movements.

h. Landing Serial Number. Contains a look-up option from the Landing Serial table in plan data. The Landing Serial table is user populated in plan data. This is a required entry for amphibious ship deployments.

i. Priority Order. This is the landing priority for equipment during the amphibious assault. This is a required entry for amphibious ship deployments.

j. Date Time Group. The Date Time Group will be updated as records are added or modified in the system.

k. Logical Set. The logical set will be populated when the link logical set is used during linking operations.

l. LTI Code. Contains a look-up from the LTI table. Optional entry.

m. MSE. Contains a look-up from the MSE table. Optional entry; however, should be used at the MAGTF level.

n. Supported Unit Code (SUC). Contains a look-up option from the RUC table. Allows the user to identify equipment that has been provided to another organization for deployment (i.e. temp loans). Optional field.

o. Reporting Unit Code (RUC). Contains a look-up option from the RUC table. Identifies specific company within the SORTS reportable UIC (i.e. 11112 would represent Weapons Company for M11110 1st Battalion, 1st Marines). Optional field.

p. Section. Contains a look-up option from the section table. Identifies the section to which a record belongs. Optional field.

q. Seal Number. Identifies the seal number for the seal on a container. Although this is an optional field, it should be used for all containers that have been sealed for security purposes.

r. Association. The association and following fields will be populated after the user has created associations in the linker. These fields are un-editable and can only be changed by removing the association or changing the association by using the link/unlink function under tools>linker or tools>associate cargo.

(1) Parent package UIC.

(2) Parent package NSN.

(3) Parent package ID.

- s. Stack limit. Identifies the max number of cargo packages that can be stacked. Optional field.
- t. GEOLOC Code. Contains a look-up option from the GEOLOC table. Identifies the four-digit GEOLOC from JOPES of the item. Optional field.
- u. AIT Location Code. Contains a look-up option from the AIT Location table. The AIT Location table is user populated in plan data. The AIT Location will be populated with the scanning of equipment during the embarkation phase. This is a required entry.
- v. Package lot number. User populated for ammunition. Required entry for all ammunition records.
- w. Remarks. Free text field. Optional field.
- x. Team name. Contains a look-up option from the team table. The team table is user populated in plan data. This is a required field for amphibious operations.
- y. Applied Measure. The data value is "S" for square loaded items or "C" for cubic loaded items. By populating this field, the user will identify the amount of square or cube assigned to carriers. Optional field.
- z. Command Attention. Free text field up to three characters for items the command desires to track. Optional field.
- aa. Embark Category Code. Contains a look-up option from the EMBCAT table. The embark category provides a description of the type of cargo (i.e. vehicles, D-1, floating dump, etc). Optional field.
- bb. Cap Set. Contains look-up option from the CAPSET table. This field is used primarily by Blount Island Command to identify capability sets aboard the MPF. Optional field.
- cc. SL3. Identifies the item as using unit responsible item or supply system responsible item. Blount Island Command uses this field to identify SL3 components. Optional field.

APPENDIX F

TYPE UNIT CHARACTERISTICS/TYPE UNIT EQUIPMENT DATA

1. PURPOSE. This appendix contains the purpose and outlines responsibilities for maintaining accurate and timely updates to the Type Unit Characteristics (TUCHA) and Type Unit Equipment (TUDET) databases. These databases provide the data necessary for deliberate and crisis action planning and movement characteristics for personnel and equipment associated with operational Marine Corps active and reserve forces.

2. BACKGROUND

a. The Joint Staff requires that all services submit accurate quarterly (March, June, September, and December) updates of the TUCHA/TUDET data for notional planning.

b. The TUCHA database describes the standard planning data on movement characteristics for personnel (from the Table of Organization (T/O)) and equipment (from the Table of Equipment (T/E)) associated with deployable type units of fixed composition.

c. The TUDET applies to specific pieces of military equipment and describes the equipment's dimensional, weight, and cubic measurement.

d. Terms of Reference

(1) Unit Identification Code (UIC). The six-character, alphanumeric code that uniquely identifies each active, reserve, and National Guard unit of the Armed Forces, the UIC is the Status of Resources and Training System (SORTS) reportable code for each unit.

(2) Unit Type Code (UTC). A service developed and assigned code approved by Joint Chiefs of Staff, consisting of five characters that uniquely identify a type unit. The first character of the UTC is defined in CJCSM 3150.24.

3. TASKS

a. PP&O (PL)

(1) Provide oversight and policy to support the Marine Corps FDP&E process.

(2) Submit updates provided by MCCDC (TFS) to the CJCS SORTS data which, in turn, updates the JOPEs database. This will ensure the JOPEs TUCHA database and the Marine Corps' TUCHA database are properly populated and synchronized.

b. Aviation (ASL)

(1) Review and validate all aviation equipment characteristics files provided by Naval Inventory Control Point (NAVICP) and Naval Air Systems Command (NAVAIR) to ensure that UTCs are properly populated with aviation equipment. Provide corrections, changes, and updates to MARCORSYSCOM (CSIS) and MCCDC (TFS) as required.

(2) Identify item identification/TAMCNs as required to update TUCHA files for MCCDC (TFS).

(3) Coordinate with I&L (LP), PP&O (POR, PL), and MCCDC TFS to determine correct item inventory in the TUCHA file.

c. I&L (LP)

(1) Review and validate ground equipment characteristics files provided by MCCDC (TFS) to ensure JCS cargo category codes (CCC), ship configuration dimensional data and cube are current. Provide corrections, changes, and updates to MCCDC (TFS).

(2) Identify item identification/TAMCNs as required to update TUCHA files for MCCDC (TFS).

(3) Coordinate with Aviation (ASL), PP&O (POR, PL), and MCCDC (TFS) to determine correct item inventory in TUCHA file.

d. COMMARCORSYSCOM

(1) Maintain item data file (IDF) within Total Force Structure Marine Corps (TFSMC) that is the source for the technical data file within the MAGTF data library (MDL).

(2) Maintain the MDL that supports USMC force deployment systems.

(3) Coordinate with Surface Deployment and Distribution Command (SDDC) Transportation Engineering Agency (TEA) to certify dimensional data for new ground equipment and then enter data in TFSMS.

(4) Coordinate with I&L (LP), Aviation (ASL), PP&O (POR, PL), and MCCDC (TFS) for data management.

e. CG, MCCDC (TFS)

(1) Maintain TFSMC systems. TFSMC is the Marine Corps authoritative data source for manpower and equipment requirements.

(2) Establish and maintain UIC/UTC header data for use in SORTS and JOPES reporting. Provide UIC/UTC updates to CMC (POR) for SORTS and JOPES updates.

(3) Maintain UICs for Marine Corps units and establish or dis-establish UICs based on MCBUL 5400 action.

(4) Maintain and build the TUCHA records A and B, which describe the standard planning data on personnel (T/O) and equipment (T/E) associated with deployable type units of fixed composition. TUCHA records A and B are then provided to PP&O (POR) to validate with CJCS and Defense Information Systems Agency (DISA) and for inclusion into the JOPES database.

(5) Provide current TUCHA/TUDET header information to MARCORSYSCOM for input into the Marine Corps family of LOGAIS systems to support FDP&E.

(6) Coordinate with I&L (LP), Aviation (ASL), PP&O (POR, PL) for data management.

(7) Solicit recommended T/O&E changes from COMMARFORs as required.

APPENDIX G

TERMS AND DEFINITIONS

Subject - Definitions

Acceptability - Operation plan review criterion. The determination as to whether the contemplated course of action is worth the cost in manpower, materiel, and time involved; is consistent with the law of war; and is militarily and politically supportable. (Joint Pub 1-02)

Accompanying Supplies - Unit supplies that deploy with forces. (Joint Pub 1-02)

Adaptive Planning - Future joint capability to create or revise plans rapidly and systematically, as circumstances require. Adaptive planning occurs in a networked, collaborataive environment, and results in plans containing a range of viable options.

Adequacy - Operation plan review criterion. The determination as to whether the scope and concept of a planned operation are sufficient to accomplish the task assigned. (Joint Pub 1-02)

Aerial Port - An airfield that has been designated for the sustained air movement of personnel and materiel, as well as an authorized port for entrance into or departure from the country where located. Also called APORT. (Joint Pub 1-02)

Airhead - 1. A designated area in a hostile or threatened territory which, when seized and held, ensures the continuous air landing of troops and materiel and provides the maneuver space necessary for projected operations. Normally it is the area seized in the assault phase of an airborne operation. 2. A designated location in an area of operations used as a base for supply and evacuation by air. (Joint Pub 1-02)

Airlift Requirement - The total number of passengers and/or weight/cubic displacement of cargo required to be carried by air for a specific task. (Joint Pub 1-02)

Air Mobility Command - The Air Force component command of the US Transportation Command. Also called AMC.
(Joint Pub 1-02)

Air Movement - Air transport of units, personnel, supplies, and equipment including airdrops and air landings.
(Joint Pub 1-02)

Alert - A warning received by a unit or a headquarters that forewarns of an impending operational mission. (Joint Pub 1-02)

Alert Order - 1. A crisis action planning directive from the SecDef, issued by the Chairman of the Joint Chiefs of Staff, that provides essential guidance for planning and directs the initiation of execution planning for the selected course of action authorized by the SecDef. 2. A planning directive that provides essential planning guidance and directs the initiation of execution planning after the directing authority approves a military course of action. An alert order does not authorize execution of the approved course of action. (Joint Pub 1-02)

Allocation - In a general sense, distribution of limited resources among competing requirements for employment. Specific allocations (e.g., air sorties, nuclear weapons, forces, and transportation) are described as allocation of air sorties, nuclear weapons, etc.
(Joint Pub 1-02)

Allowable Cabin Load - The maximum payload that can be carried on an individual sortie. Also called ACL.
(Joint Pub 1-02)

Amphibious Lift - The total capacity of assault shipping utilized in an amphibious operation, expressed in terms of personnel, vehicles, and measurement or weight tons of supplies. (Joint Pub 1-02)

Apportionment - In the general sense, distribution for planning of limited resources among competing requirements. Specific apportionments (e.g., air sorties and forces for planning) are described as apportionment of air sorties and forces for planning, etc. (Joint Pub 1-02)

Assembly Area - 1. An area in which a command is assembled preparatory to further action. 2. In a supply installation, the gross area used for collecting and combining components into complete units, kits, or assemblies. (Joint Pub 1-02)

Augmentation Forces - Forces to be transferred from a supporting commander to the combatant command (command authority) or operational control of a supported commander during the execution of an operation order approved by the National Command Authorities. (Joint Pub 1-02)

Available to Load Date - A day, relative to C-day, in a TPFDD, that unit and non-unit equipment and forces can begin loading on aircraft or ship at the port of embarkation. Also called ALD. (Joint Pub 1-02)

Basic Load - The quantity of supplies required to be on hand within, and which can be moved by, a unit or formation. It is expressed according to the wartime organization of the unit or formation and maintained at the prescribed levels. (Joint Pub 1-02)

Bulk Cargo - That which is generally shipped in volume where the transportation conveyance is the only external container; such as liquids, ore, or grain. (Joint Pub 1-02)

Campaign Plan - A plan for a series of related military operations aimed at accomplishing a strategic or operational objective within a given time and space. (Joint Pub 1-02)

Cargo Increment Number - A seven-character alphanumeric field that uniquely describes a non-unit-cargo entry (line) in a JOPES TPFDD. (CJCSM 3122.01)

C-Day - See times.

Combat Load - is defined as the standard quantity and type of munitions carried by a weapons platform and/or its dedicated support vehicle. (Joint Pub 1-02)

Combatant Commanders Required Date - The original date relative to C-day, specified by the combatant

commander for arrival of forces or cargo at the destination; shown in the time-phased force and deployment data to assess the impact of later arrival. Also called CRD. (Joint Pub 1-02)

Combatant Command - Nontransferable command authority established by U.S. Code Title 10 ("Armed Forces"), section 164, exercised only by commanders of unified or specified combatant commands unless otherwise directed by the President or the SecDef. Combatant command (command authority) cannot be delegated and is the authority of a combatant commander to perform those functions of command over assigned forces involving organizing and employing commands and forces, assigning tasks, designating objectives, and giving authoritative direction over all aspects of military operations, joint training, and logistics necessary to accomplish the missions assigned to the command. Combatant command (command authority) should be exercised through the commanders of subordinate organizations. Normally this authority is exercised through subordinate joint force commanders and service and/or functional component commanders. Combatant command (command authority) provides full authority to organize and employ commands and forces as the combatant commander considers necessary to accomplish assigned missions. Operational control is inherent in combatant command (command authority). Also called COCOM. (Joint Pub 1-02)

Combat Forces - Those forces whose primary missions are to participate in combat. (Joint Pub 1-02)

Combined - Between two or more forces or agencies of two or more allies. (When all allies or services are not involved, the participating nations and services shall be identified, e.g., combined navies.) (Joint Pub 1-02)

Command and Control - The exercise of authority and direction by a properly designated commander over assigned and attached forces in the accomplishment of the mission. Command and control functions are performed through an arrangement of personnel, equipment, communications, facilities, and procedures employed by a commander in planning, directing, coordinating, and controlling forces and operations in

the accomplishment of the mission. Also called C2.
(Joint Pub 1-02)

Command and Control Systems - The facilities, equipment, communications, procedures, and personnel essential to a commander for planning, directing, and controlling operations of assigned forces pursuant to the missions assigned. (Joint Pub 1-02)

Component - One of the subordinate organizations that constitute a joint force. Normally a joint force is organized with a combination of service and functional components. (Joint Pub 1-02)

Concept of Operations - A verbal or graphic statement, in broad outline, of a commander's assumptions or intent in regard to an operation or series of operations. The concept of operations frequently is embodied in campaign plans and operation plans; in the latter case, particularly when the plans cover a series of connected operations to be carried out simultaneously or in succession. The concept is designed to give an overall picture of the operation. It is included primarily for additional clarity of purpose. Also called commander's concept or CONOPS. (Joint Pub 1-02)

Concept Plan - An operation plan in concept format. Also called CONPLAN. (Joint Pub 1-02)

Contingency Plan - A plan for major contingencies that can reasonably be anticipated in the principal geographic sub-areas of the command. (Joint Pub 1-02)

Coordinating Authority - A commander or individual assigned responsibility for coordinating specific functions or activities involving forces of two or more Military Departments, two or more joint force components, or two or more forces of the same service. The commander or individual has the authority to require consultation between the agencies involved, but does not have the authority to compel agreement. In the event that essential agreement cannot be obtained, the matter shall be referred to the appointing authority. Coordinating authority is a consultation relationship, not an authority through which command may be exercised. Coordinating authority is more applicable

to planning and similar activities than to operations.
(Joint Pub 1-02)

Course of Action - 1. A plan that would accomplish, or is related to, the accomplishment of a mission. 2. The scheme adopted to accomplish a task or mission. It is a product of the JOPES concept development phase. The supported commander will include a recommended course of action in the commander's estimate. The recommended course of action will include the concept of operations, evaluation of supportability estimates of supporting organizations, and an integrated time-phased data base of combat, combat support, and combat service support forces and sustainment. Refinement of this database will be contingent on the time available for course of action development. When approved, the course of action becomes the basis for the development of an operations plan or operations order. Also called COA. (Joint Pub 1-02)

Crisis Action Planning - 1. The Joint Operation Planning and Execution System process involving the time-sensitive development of joint operation plans and orders in response to an imminent crisis. Crisis action planning follows prescribed crisis action procedures to formulate and implement an effective response within the time frame permitted by the crisis. 2. The time-sensitive planning for the deployment, employment, and sustainment of assigned and allocated forces and resources that occurs in response to a situation that may result in actual military operations. Crisis action planners base their plan on the circumstances that exist at the time planning occurs. Also called CAP. (Joint Pub 1-02)

Critical Item List - Prioritized list, compiled from commander's composite critical item lists, identifying items and weapon systems that assist service and Defense Logistics Agency in selecting systems for production surge planning. (Joint Pub 1-02)

Data Element - 1. A basic unit of information built on standard structures having a unique meaning and distinct units or values. 2. In electronic record keeping, a combination of characters or bytes referring to one separate item of information, such as name, address, or age. (Joint Pub 1-02)

D-Day - See times.

Debarkation - The unloading of troops, equipment, or supplies from a ship or aircraft. (Joint Pub 1-02)

Defense Readiness Condition - A uniform system of progressive alert postures for use between the Chairman of the Joint Chiefs of Staff and the commanders of unified and specified commands and for use by the services. Defense readiness conditions are graduated to match situations of varying military severity (status of alert). Defense readiness conditions are identified by the short title DEFCON (5), (4), (3), (2), and (1), as appropriate. Also called DEFCON. (Joint Pub 1-02)

Deliberate Planning - 1. The Joint Operation Planning and Execution System process involving the development of joint operation plans for contingencies identified in joint strategic planning documents. Deliberate planning is accomplished in prescribed cycles that complement other Department of Defense planning cycles in accordance with the formally established Joint Strategic Planning System. 2. A planning process for the deployment and employment of apportioned forces and resources that occurs in response to a hypothetical situation. Deliberate planners rely heavily on assumptions regarding the circumstances that will exist when the plan is executed. (Joint Pub 1-02)

Deployability Posture - The state or stage of a unit's preparedness for to deployment participate in a military operation, as defined in five levels as follows:

- Normal Deployability Posture (ND). Unit conducting normal activities. Commanders monitoring the situation in an area of tension and reviewing plans. No visible overt actions being taken to increase deployability posture. Units not at home station report their scheduled closure time at home station or the time required to return to home station if ordered to return before scheduled time and before desired mode of transportation are available.
- Increased Deployability Posture (ID). Unit is relieved from commitments not pertaining to the

mission. Personnel recalled from training areas, pass, and leave to meet the deployment schedule. Preparation for deployment of equipment and supplies initiated. Predeployment personnel actions completed. Essential equipment and supplies located at CONUS or overseas installations identified.

-Advanced Deployability Posture (AD). All essential personnel, mobility equipment, and accompanying supplies checked, packed, rigged for deployment, and positioned with deploying unit. Unit remains at home station. Movement requirements confirmed. Airlift, sealift, and intra CONUS transportation resources identified, and initial movement schedules completed by the TCC's.

-Marshaled Deployability Posture (MD). First increment of deploying personnel, mobility equipment, and accompanying supplies marshaled at designated POEs but not loaded. Sufficient strategic airlift or sealift assets positioned at, or en route to, the POE either to load the first increment or to sustain a flow, as required by the plan or directive being considered for execution. Adequate supporting ALCEs, stage aircrews (if required), and support personnel to sustain the airlift flow at on-load, en route, and offload locations will be positioned.

-Loaded Deployability Posture (LD). First increment equipment and accompanying supplies, personnel prepared for loading aboard aircraft on minimum notice. Follow-on increments of cargo and personnel are en route or available to meet projected ship loading schedules. Sufficient airlift is positioned and loaded at the port of embarkation to move the first increment or to initiate and sustain a flow, as required by the plan or directive being considered for execution. Supporting ALCEs, stage aircrews (if required), and support personnel adequate to sustain the airlift flow at on-load, en route, and offload locations are positioned, as required. (CJCSM 3122.01A)

Deployment - 1. In naval usage, the change from a cruising approach or contact disposition to a disposition for battle. 2. The movement of forces within operational areas. 3. The positioning of forces into a formation for battle. 4. The relocation of forces and materiel to desired operational areas. Deployment encompasses all activities from origin or home station through

destination, specifically including intra-continental United States, intertheater, and intratheater movement legs, staging, and holding areas. (Joint Pub 1-02)

Deployment Database - The Joint Operation Planning and Execution System database containing the necessary information on forces, materiel, and filler and replacement personnel movement requirements to support execution. The database reflects information contained in the refined time-phased force and deployment data from the deliberate planning process or developed during the various phases of the crisis action planning process, and the movement schedules or tables developed by the transportation component commands to support the deployment of required forces, personnel, and materiel. (Joint Pub 1-02)

Deployment Order - A planning directive from the SecDef, issued by the Chairman of the Joint Chiefs of Staff, that authorizes and directs the transfer of forces between combatant commands by reassignment or attachment. A deployment order normally specifies the authority that the gaining combatant commander will exercise over the transferred forces. (Joint Pub 1-02)

Deployment Planning - Operational planning directed toward the movement of forces and sustainment resources from their original locations to a specific operational area for conducting the joint operations contemplated in a given plan. Encompasses all activities from origin or home station through destination, specifically including intra-continental United States, intertheater, and intratheater movement legs, staging areas, and holding areas. (Joint Pub 1-02)

Deployment Preparation Order - An order issued by competent authority to move forces or prepare forces for movement (e.g., increase deployability posture of units). (Joint Pub 1-02)

Deterrent Options - A course of action, developed on the best economic, diplomatic, political, and military judgment, designed to dissuade an adversary from a current course of action or contemplated operations. (In constructing an operation plan, a range of options should be presented to effect deterrence. Each option

requiring deployment of forces should be a separate force module.) (Joint Pub 1-02)

Earliest Arrival Date - A day, relative to C-day, that is specified by a planner as the earliest date when a unit, a resupply shipment, or replacement personnel can be accepted at a port of debarkation during a deployment. Used with the latest arrival data, it defines a delivery window for transportation planning. Also called EAD. (Joint Pub 1-02)

Embarkation - The process of putting personnel and/or vehicles and their associated stores and equipment into ships and/or aircraft. (Joint Pub 1-02)

Employment - The strategic, operational, or tactical use of forces. (Joint Pub 1-02)

Execution Order - 1. An order issued by the Chairman of the Joint Chiefs of Staff, by the authority and at the direction of the SecDef, to implement a National Command Authorities decision to initiate military operations. 2. An order to initiate military operations as directed. Also called EXORD. (Joint Pub 1-02)

Execution Planning - The phase of the Joint Operation Planning and Execution System crisis action planning process that provides for the translation of an approved course of action into an executable plan of action through the preparation of a complete operation plan or operation order. Execution planning is detailed planning for the commitment of specified forces and resources. During crisis action planning, an approved operation plan or other National Command Authorities-approved course of action is adjusted, refined, and translated into an operation order. Execution planning can proceed on the basis of prior deliberate planning, or it can take place in the absence of prior planning. Also called EP. (Joint Pub 1-02)

Feasibility - Operation plan review criterion. The determination as to whether the assigned tasks could be accomplished by using available resources. (Joint Pub 1-02)

Flexible Deterrent Options - A planning construct intended to facilitate early decision by laying out a wide range of interrelated response paths that begin with deterrent-oriented options carefully tailored to send the right signal. The flexible deterrent option is the means by which the various deterrent options available to a commander (such as economic, diplomatic, political, and military measures) are implemented into the planning process. Also called FDO. (Joint Pub 1-02)

Force Requirement Number - An alphanumeric code used to uniquely identify force entries in a given operation plan time-phased force and deployment data. Also called FRN. (Joint Pub 1-02)

Force Closure - The point in time when a supported joint force commander determines that sufficient personnel and equipment resources are in the assigned operational area to carry out assigned tasks. (Joint Pub 1-02)

Force List - A total list of forces required by an operation plan, including assigned forces, augmentation forces, and other forces to be employed in support of the plan. (Joint Pub 1-02)

Force Module - A grouping of combat, combat support, and combat service support forces, with their accompanying supplies and the required non-unit resupply and personnel necessary to sustain forces for a minimum of 30 days. The elements of force modules are linked together or are uniquely identified so that they may be extracted from or adjusted as an entity in the Joint Operation Planning and Execution System databases to enhance flexibility and usefulness of the operation plan during a crisis. Also called FM. (Joint Pub 1-02)

Force Requirement Number - An alphanumeric code used to uniquely identify force entries in a given operation plan time-phased force and deployment data. Also called FRN. (Joint Pub 1-02)

Functional Component Command - A command normally, but not necessarily, composed of forces of two or more Military Departments that may be established across

the range of military operations to perform particular operational missions that may be of short duration or may extend over a period of time. (Joint Pub 1-02)

Grossly Transportation Feasible - A determination made by the supported commander that a draft operation plan could be supported with the apportioned transportation assets. This determination is made by using a transportation feasibility estimator to simulate movement of personnel and cargo from port of embarkation to port of debarkation within a specified time frame. (Joint Pub 1-02)

H-Hour - See times.

Host Nation - A nation that receives the forces and/or supplies of allied nations, coalition partners, and/or NATO organizations to be located on, to operate in, or to transit through its territory. Also called HN. (Joint Pub 1-02)

Integrated Material Manager - The exercise of total Department of Defense-level management responsibility for a federal supply group or class, commodity, or item for a single agency. It normally includes computation of requirements, funding, budgeting, storing, issuing, cataloging, standardizing, and procuring functions. Also called IMM. (JP 4-07)

Integrated Priority List - A list of a combatant commander's highest priority requirements, prioritized across service and functional lines, defining shortfalls in key programs that, in the judgment of the combatant commander, adversely affect the capability of the combatant commander's forces to accomplish their assigned mission. The integrated priority list provides the combatant commander's recommendations for programming funds in the planning, programming, and budgeting system process. Also called IPL. (Joint Pub 1-02)

Intensive Management - The continuous process by which the supported and supporting commanders, the services, transportation component commands, and appropriate Defense agencies ensure that movement data in the Joint Operation Planning and Execution System time-phased force and deployment data for the initial days

of deployment and/or mobilization are current to support immediate execution. (Joint Pub 1-02)

Joint Force - A general term applied to a force composed of significant elements, assigned or attached, of two or more Military Departments operating under a single joint force commander. (Joint Pub 1-02)

Joint Operation Planning - Planning for contingencies that can reasonably be anticipated in an area of responsibility or joint operations area of the command. Planning activities exclusively associated with the preparation of operation plans, operation plans in concept format, campaign plans, and operation orders (other than the Single Integrated Operational Plan) for the conduct of military operations by the combatant commanders in response to requirements established by the Chairman of the Joint Chiefs of Staff. Joint operation planning is coordinated at the national level to support SecDef Contingency Planning Guidance, strategic requirements in the National Military Strategy, and emerging crises. As such, joint operation planning includes mobilization planning, deployment planning, employment planning, sustainment planning, and redeployment planning procedures. Joint operation planning is performed in accordance with formally established planning and execution procedures. (Joint Pub 1-02)

Joint Operation Planning - A system that provides the foundation for an execution system of conventional command and control by national and combatant command-level commanders and their staffs. It is designed to satisfy their information needs in the conduct of joint planning and operations. Joint Operation Planning and Execution System (JOPES) includes joint operation planning policies, procedures, and reporting structures supported by communications and automated data processing systems. JOPES is used to monitor, plan, and execute mobilization, deployment, employment, sustainment, and redeployment activities associated with joint operations. Also called JOPES. (Joint Pub 1-02)

Joint Planning Execution - Those headquarters, commands, and agencies Community involved in the training, preparation, movement, reception, employment, support,

and sustainment of military forces assigned or committed to a theater of operations or objective area. It usually consists of the Joint Staff, services, service major commands (including the service wholesale logistic commands), unified commands (and their certain service component commands), subunified commands, transportation component commands, joint task forces (as applicable), Defense Logistics Agency, and other Defense agencies (e.g., Defense Intelligence Agency) as may be appropriate to a given scenario. Also called JPEC. (Joint Pub 1-02)

Joint Strategic Capabilities Plan - The Joint Strategic Capabilities Plan provides guidance to the combatant commanders and the Joint Chiefs of Staff to accomplish tasks and missions based on current military capabilities. It apportions resources to combatant commanders, based on military capabilities resulting from completed program and budget actions and intelligence assessments. The Joint Strategic Capabilities Plan provides a coherent framework for capabilities-based military advice provided to the President and SecDef. Also called JSCP. (Joint Pub 1-02)

Joint Strategic Planning System - The primary means by which the Chairman of the Joint Chiefs of Staff, in consultation with the other members of the Joint Chiefs of Staff and the combatant commanders, carries out the statutory responsibilities to assist the President and SecDef in providing strategic direction to the Armed Forces; prepares strategic plans; prepares and reviews contingency plans; advises the President and SecDef on requirements, programs, and budgets; and provides net assessment on the capabilities of the Armed Forces of the United States and its allies as compared with those of their potential adversaries. Also called JSPS. (Joint Pub 1-02)

Joint Tactics, Techniques - The actions and methods that implement joint procedures doctrine and describe how forces will be employed in joint operations. They are authoritative; as such, joint tactics, techniques, and procedures will be followed except when, in the judgment of the commander, exceptional circumstances

dictate otherwise. They will be promulgated by the Chairman of the Joint Chiefs of Staff, in coordination with the combatant commands and services. Also called JTTP. (Joint Pub 1-02)

Joint Task Force - A joint force that is constituted and so designated by the SecDef, a combatant commander, a subunified commander, or an existing joint task force commander. Also called JTF. (Joint Pub 1-02)

Latest Arrival Date - A day, relative to C-Day, that is specified by the supported combatant commander as the latest date when a unit, a resupply shipment, or replacement personnel can arrive at the port of debarkation and support the concept of operations. Used with the earliest arrival date, it defines a delivery window for transportation planning. Also called LAD. (Joint Pub 1-02)

Level of Detail - Within the current joint planning and execution systems, movement characteristics are described at five distinct levels of detail. a. Level I - Aggregated Level - Expressed as total number of passengers and total short tons, total measurement tons, total square feet, and/or total hundreds of barrels by unit line number (ULN), cargo increment number (CIN), and personnel increment number (PIN). b. Level II - Summary Level - Expressed as total number of passengers by ULN and PIN and short tons, measurement tons (including barrels), total square feet of bulk, oversize, outsize, and non-air-transportable cargo by ULN and CIN. c. Level III - Detail by Cargo Category - Expressed as total number of passengers by ULN and PIN and short tons and/or measurement tons (including barrels) as well as total square feet of cargo as identified by the ULN or CIN three-position cargo category code. d. Level IV - Detail expressed as number of passengers and individual dimensional data (expressed in length, width, and height in number of inches) of cargo by equipment type by ULN. e. Level V - Detail by Priority of Shipment - Expressed as total number of passengers by service specialty code in deployment sequence by ULN, individual weight (in pounds), and dimensional data (expressed in length, width, and height in number of inches) of equipment in deployment sequence by ULN. f. Level VI - Detail expressed for

passengers by name and SSAN or for coalition forces and civilians by country national identification number; and for cargo by Transportation Control Number (TCN). Non-Unit cargo includes FSN/NSN detail. Cargo can be nested. Cargos with TCNs that are nested are referred to as "secondary load". Example: 11 vehicles of the same type would be represented by 11 level VI records. These records would be summed to I in level IV record. (Joint Pub 1-02)

L-Hour - See times.

Limiting Factor - A factor or condition that, either temporarily or permanently impedes mission accomplishment. Illustrative examples are transportation network deficiencies, lack of in-place facilities, malpositioned forces or materiel, extreme climatic conditions, distance, transit or overflight rights, political conditions, etc. (Joint Pub 1-02)

Line of Communication - A route, either land, water, and/or air, that connects an operating military force with a base of operations and along which supplies and military forces move. Also called LOC. (Joint Pub 1-02)

Marine Air-Ground Task Force - The Marine Corps principal organization for all missions across the range of military operations, composed of forces task-organized under a single commander capable of responding rapidly to a contingency anywhere in the world. The types of forces in the Marine Air-Ground Task Force (MAGTF) are functionally grouped into four core elements: a command element, an aviation combat element, a ground combat element, and a combat service support element. The four core elements are categories of forces, not formal commands. The basic structure of the MAGTF never varies, though the number, size, and type of Marine Corps units comprising each of its four elements will always be mission dependent. The flexibility of the organizational structure allows for one or more subordinate MAGTFs to be assigned. Also called MAGTF. (Joint Pub 1-02)

Marine Expeditionary Brigade - A Marine Air-Ground Task Force that is constructed around a reinforced infantry regiment, a composite Marine aircraft group, and a

brigade service support group. The Marine expeditionary brigade (MEB), commanded by a general officer, is task-organized to meet the requirements of a specific situation. It can function as part of a joint task force, as the lead echelon of the Marine expeditionary force (MEF), or alone. It varies in size and composition, and is larger than a Marine Expeditionary Unit but smaller than a MEF. The MEB is capable of conducting missions across the full range of military operations. Also called MEB. (Joint Pub 1-02)

Marine Expeditionary Force - The largest Marine Air-Ground Task Force (MAGTF) and the Marine Corps principal warfighting organization, particularly for larger crises or contingencies. It is task-organized around a permanent command element and normally contains one or more Marine divisions, Marine aircraft wings, and Marine Logistics Groups. The Marine Expeditionary Force is capable of missions across the range of military operations, including amphibious assault and sustained operations ashore in any environment. It can operate from a sea base, a land base, or both. Also called MEF. (Joint Pub 1-02)

Marine Expeditionary Unit - A Marine Air-Ground Task Force (MAGTF) that is constructed around a reinforced infantry battalion, a reinforced helicopter squadron, and a task-organized combat service support element. It normally fulfills Marine Corps forward sea-based deployment requirements. The Marine Expeditionary Unit provides an immediate reaction capability for crisis response and is capable of limited combat operations. Also called MEU. (Joint Pub 1-02)

Marine Expeditionary Unit (Special Operations Capable - The Marine Corps standard, forward-deployed, sea-based expeditionary organization. The Marine Expeditionary Unit (Special Operations Capable) (MEU(SOC)) is a Marine Expeditionary Unit, augmented with selected personnel and equipment, that is trained and equipped with an enhanced capability to conduct amphibious operations and a variety of specialized missions of limited scope and duration. These capabilities include specialized demolition, clandestine

reconnaissance and surveillance, raids, in-extremis hostage recovery, and enabling operations for follow-on forces. The MEU(SOC) is not a special operations force but, when directed by the National Command Authorities, the combatant commander, and/or other operational commander, may conduct limited special operations in extremis, when other forces are inappropriate or unavailable. Also called MEU(SOC). (Joint Pub 1-02)

Maritime Pre-Positioning Ship - Civilian-crewed, Military Sealift Command-chartered ships that are organized into three squadrons and are usually forward deployed. These ships are loaded with pre-positioned equipment and 30 days of supplies to support three Marine expeditionary brigades. Also called MPS. (Joint Pub 1-02)

Measurement Ton - The unit of volumetric measurement of equipment associated with surface-delivered cargo. A measurement ton equals total cubic feet divided by 40 (1MTON = 40 cubic feet). Also called M/T, MT, MTON. (Joint Pub 1-02)

Military Objectives - A derived set of military actions to be taken to implement National Command Authorities guidance in support of national objectives. A military objective defines the results to be achieved by the military and assign tasks to commanders. (Joint Pub 1-02)

Military Options - A range of military force responses that can be projected to accomplish assigned tasks. Options include one or a combination of the following: civic action, humanitarian assistance, civil affairs, and other military activities to develop positive relationships with other countries; confidence building and other measures to reduce military tensions; military presence; activities to convey threats to adversaries as well as truth projections; military deceptions and psychological operations; quarantines, blockades, and harassment operations; raids; intervention operations; armed conflict involving air, land, maritime, and strategic warfare operations; support for law enforcement authorities to counter international criminal activities (terrorism, narcotics trafficking, slavery, and piracy); support

for law enforcement authorities to suppress domestic rebellion; and support for insurgency, counterinsurgency, and civil war in foreign countries. (Joint Pub 1-02)

Military Sealift Command - A major command of the U.S. Navy and the U.S. Transportation Command's component command responsible for designated common-user sealift transportation services to deploy, employ, sustain, and redeploy US forces on a global basis. Also called MSC. (Joint Pub 1-02)

Mobilization - 1. The act of assembling and organizing national resources to support national objectives in time of war or other emergencies. See also industrial mobilization. 2. The process by which the Armed Forces or part of them are brought to a state of readiness for war or other national emergency. This includes activating all or part of the Reserve Component as well as assembling and organizing personnel, supplies, and materiel. Mobilization of the Armed Forces includes but is not limited to the following categories: a. Selective Mobilization - Expansion of the active Armed Forces resulting from action by Congress and/or the President to mobilize Reserve Component units, Individual Ready Reservists, and the resources needed for their support to meet the requirements of a domestic emergency that is not the result of an enemy attack. b. Partial Mobilization - Expansion of the active Armed Forces resulting from action by Congress (up to full mobilization) or by the President (not more than 1,000,000 for not more than 24 consecutive months) to mobilize Ready Reserve Component units, individual reservists, and the resources needed for their support to meet the requirements of a war or other national emergency involving an external threat to the national security. c. Full Mobilization - Expansion of the active Armed Forces resulting from action by Congress and the President to mobilize all Reserve Component units in the existing approved force structure, as well as all individual reservists, retired military personnel, and the resources needed for their support to meet the requirements of a war or other national emergency involving an external threat to the national security. Reserve personnel can be placed on active duty for the duration of the emergency plus six months. d. Total

Mobilization - Expansion of the active Armed Forces resulting from action by Congress and the President to organize and/or generate additional units or personnel beyond the existing force structure, and the resources needed for their support, to meet the total requirements of a war or other national emergency involving an external threat to the national security. Also called MOB. (Joint Pub 1-02)

Mode of Transport - The various modes used for a movement. For each mode, there are several means of transport. They are: a. inland surface transportation (rail, road, and inland waterway); b. sea transport (coastal and ocean); c. air transportation; and d. pipelines. (Joint Pub 1-02)

Movement Schedule - A schedule developed to monitor or track a separate entity, whether it is a force requirement, cargo or personnel increment, or lift asset. The schedule reflects the assignment of specific lift resources (such as an aircraft or ship) that will be used to move the personnel and cargo included in a specific movement increment. Arrival and departure times at ports of embarkation, etc., are detailed to show a flow and workload at each location. Movement schedules are detailed enough to support plan implementation. (Joint Pub 1-02)

Movement Table - A table giving detailed instructions or data for a move. When necessary it will be qualified by the words road, rail, sea, air, etc., to signify the type of movement. Normally issued as an annex to a movement order or instruction. (Joint Pub 1-02)

N-Day - See times.

Nonair Transportable - That which is not transportable by air by virtue of dimension, weight, or special characteristics or restrictions. (Joint Pub 1-02)

Noncombatant Evacuation Operations - Operations directed by the Department of State, the Department of Defense, or other appropriate authority whereby noncombatants are evacuated from foreign countries when their lives are endangered by war, civil unrest, or natural disaster to safe havens or to the United States. Also called NEO. (Joint Pub 1-02)

Nonstandard Unit - A force requirement identified in a time-phased force and deployment data for which movement characteristics have not been described in the type unit characteristics file. The planner is required to submit detailed movement characteristics for these units. (Joint Pub 1-02)

Non-Unit Record - A time-phased force and deployment data file entry for non-unit-related cargo and personnel. Characteristics include using and providing organization, type of movement, routing data, cargo category, weight, volume, area required, and number of personnel requiring transportation. (Joint Pub 1-02)

Non-Unit Related Cargo - All equipment and supplies requiring transportation to an operational area, other than those identified as the equipment or accompanying supplies of a specific unit (e.g., resupply, military support for allies, and support for nonmilitary programs, such as civil relief). Also called NURC. (Joint Pub 1-02)

Normal Operations - Generally and collectively, the broad functions that a combatant commander undertakes when assigned responsibility for a given geographic or functional area. Except as otherwise qualified in certain unified command plan paragraphs that relate to particular commands, "normal operations" of a combatant commander include: planning and execution of operations throughout the range of military operations; planning and conduct of cold war activities; planning and administration of military assistance; and maintaining the relationships and exercising the directive or coordinating authority prescribed in JP 0-2 and JP 4-01. (Joint Pub 1-02)

Operational Control - Command authority that may be exercised by commanders at any echelon at or below the level of combatant command. Operational control is inherent in combatant command (command authority) and may be delegated within the command. When forces are transferred between combatant commands, the command relationship the gaining commander will exercise (and the losing commander will relinquish) over these forces must be specified by the SecDef. Operational control is the authority to perform those functions of

command over subordinate forces involving organizing and employing commands and forces, assigning tasks, designating objectives, and giving authoritative direction necessary to accomplish the mission. Operational control includes authoritative direction over all aspects of military operations and joint training necessary to accomplish missions assigned to the command. Operational control should be exercised through the commanders of subordinate organizations. Normally this authority is exercised through subordinate joint force commanders and service and/or functional component commanders. Operational control normally provides full authority to organize commands and forces and to employ those forces as the commander in operational control considers necessary to accomplish assigned missions; it does not, in and of itself, include authoritative direction for logistics or matters of administration, discipline, internal organization, or unit training. Also called OPCON. (Joint Pub 1-02)

Operation Order - A directive issued by a commander to subordinate commanders for the purpose of effecting the coordinated execution of an operation. Also called OPORD. (Joint Pub 1-02)

Operation Plan - Any plan, except for the Single Integrated Operational Plan, for the conduct of military operations. Plans are prepared by combatant commanders in response to requirements established by the Chairman of the Joint Chiefs of Staff and by commanders of subordinate commands in response to requirements tasked by the establishing unified commander. Operation plans are prepared in either a complete format (OPLAN) or as a concept plan (CONPLAN). The CONPLAN can be published with or without a time-phased force and deployment data (TPFDD) file. a. OPLAN - An operation plan for the conduct of joint operations that can be used as a basis for development of an operation order (OPORD). An OPLAN identifies the forces and supplies required to execute the combatant commander's strategic concept and a movement schedule of these resources to the theater of operations. The forces and supplies are identified in TPFDD files. OPLANs will include all phases of the tasked operation. The plan is prepared with the appropriate annexes, appendixes, and TPFDD

files as described in the Joint Operation Planning and Execution System manuals containing planning policies, procedures, and formats. Also called OPLAN.
(Joint Pub 1-02)

Operational Environment - A composite of the conditions, circumstances, and influences that affect the employment of military forces and bear on the decisions of the unit commander. Some examples are as follows. a. Permissive Environment - Operational environment in which host country military and law enforcement agencies have control as well as the intent and capability to assist operations that a unit intends to conduct. b. Uncertain Environment - Operational environment in which host government forces, whether opposed to or receptive to operations that a unit intends to conduct, do not have totally effective control of the territory and population in the intended operational area. c. Hostile Environment - Operational environment in which hostile forces have control as well as the intent and capability to effectively oppose or react to the operations a unit intends to conduct. (Joint Pub 1-02)

Origin - Beginning point of a deployment where unit or non-unit-related cargo or personnel are located. (Joint Pub 1-02)

Other War Reserve Stock - The quantity of an item acquired and placed in stock against the other war reserve materiel requirement. (Joint Pub 1-02)

Outsized Cargo - Cargo that exceeds the dimensions of oversized cargo and requires the use of C-5 or C-17 aircraft or surface transportation. A single item that exceeds 1,000 inches long by 117 inches wide by 105 inches high in any one dimension. (Joint Pub 1-02)

Oversized Cargo - 1. Large items of specific equipment such as a barge, side loadable warping tug, causeway section, powered, or causeway section, non-powered. Requires transport by sea. 2. Air cargo exceeding the usable dimension of a 463L pallet loaded to the design height of 96 inches, but equal to or less than 1,000 inches in length, 117 inches in width, and 105 inches in height. This cargo is air transportable on C-5, C-

17, C-141, C-130, KC-10 and most civilian contract cargo carriers. (Joint Pub 1-02)

Personnel Increment Number - A seven-character, alphanumeric field that uniquely describes a non-unit-related personnel entry (line) in a Joint Operation Planning and Execution System time-phased force and deployment data. Also called PIN. (Joint Pub 1-02)

Plan Identification Number - 1. A command-unique four-digit number followed by a suffix indicating the Joint Strategic Capabilities Plan (JSCP) year for which the plan is written, e.g., "2220-95". 2. In the Joint Operation Planning and Execution System (JOPES) database, a five-digit number representing the command-unique four-digit identifier, followed by a one-character, alphabetic suffix indicating the operation plan option, or a one-digit number numeric value indicating the JSCP year for which the plan is written. Also called PID. (Joint Pub 1-02)

Planning Factor - A multiplier used in planning to estimate the amount and type of effort involved in a contemplated operation. Planning factors are often expressed as rates, ratios, or lengths of time. (Joint Pub 1-02)

Planning Order - 1. An order issued by the Chairman of the Joint Chiefs of Staff (CJCS) to initiate execution planning. The planning order will normally follow a commander's estimate and a planning order will normally take the place of the CJCS alert order. National Command Authorities approval of a selected course of action is not required before issuing a CJCS planning order. 2. A planning directive that provides essential planning guidance and directs the initiation of execution planning before the directing authority approves a military course of action. (Joint Pub 1-02)

Port of Debarkation - The geographic point at which cargo or personnel are discharged. This may be a seaport or aerial port of debarkation; for unit requirements; it may or may not coincide with the destination. Also called POD. (Joint Pub 1-02)

Port of Embarkation - The geographic point in a routing scheme from which cargo or personnel depart. This may be a seaport or aerial port from which personnel and equipment flow to a port of debarkation; for unit and non-unit requirements, it may or may not coincide with the origin. Also called POE. (Joint Pub 1-02)

Psychological Operations - Planned operations to convey selected information and indicators to foreign audiences to influence their emotions, motives, objective reasoning, and ultimately the behavior of foreign governments, organizations, groups, and individuals. The purpose of psychological operations is to induce or reinforce foreign attitudes and behavior favorable to the originator's objectives. Also called PSYOP. (Joint Pub 1-02)

Ready to-Load Date - The date when a unit will be ready to move from the origin, i.e., mobilization station. Also called RLD. (Joint Pub 1-02)

Record Information - All forms (e.g., narrative, graphic, data, computer memory) of information registered in either temporary or permanent form so that it can be retrieved, reproduced, or preserved. (Joint Pub 1-02)

Redeployment - The transfer of forces and materiel to support another joint force commander's operational requirements, or to return personnel, equipment, and materiel to the home and/ or demobilization stations for reintegration and/or out-processing. (Joint Pub 1-02)

Required Delivery Date - The date that a force must arrive at the destination and complete unloading. Also called RDD. (Joint Pub 1-02)

Resupply - The act of replenishing stocks in order to maintain required levels of supply. (Joint Pub 1-02)

Shortfall - The lack of forces, equipment, personnel, materiel, or capability, reflected as the difference between the resources identified as a plan requirement and those apportioned to a combatant commander for planning that would adversely affect the command's ability to accomplish its mission. (Joint Pub 1-02)

Short Ton - 2,000 pounds. Also called S/T or STON. (Joint Pub 1-02)

Subordinate Command - A command consisting of the commander and all those individuals, units, detachments, organizations, or installations that have been placed under the command by the authority establishing the subordinate command. (Joint Pub 1-02)

Supported Commander - 1. The commander having primary responsibility for all aspects of a task assigned by the Joint Strategic Capabilities Plan or other joint operation planning authority. In the context of joint operation planning, this term refers to the commander who prepares operation plans or operation orders in response to requirements of the Chairman of the Joint Chiefs of Staff. 2. In the context of a support command relationship, the commander who receives assistance from another commander's force or capabilities, and who is responsible for ensuring that the supporting commander understands the assistance required. (Joint Pub 1-02)

Supporting Commander - 1. A commander who provides augmentation forces or other support to a supported commander or who develops a supporting plan. Includes the designated combatant commands and Defense agencies as appropriate. 2. In the context of a support command relationship, the commander who aids, protects, complements, or sustains another commander's force, and who is responsible for providing the assistance required by the supported commander. (Joint Pub 1-02)

Supporting Forces - Forces stationed in or to be deployed to an operational area to provide support for the execution of an operation order. Combatant command (command authority) of supporting forces is not passed to the supported commander. (Joint Pub 1-02)

Supporting Plan - An operation plan prepared by a supporting commander or a subordinate commander to satisfy the requests or requirements of the supported commander's plan. (Joint Pub 1-02)

Sustainment - The provision of personnel, logistic, and other support required to maintain and prolong

operations or combat until successful accomplishment or revision of the mission or of the national objective. (Joint Pub 1-02)

Throughput - The average quantity of cargo and passengers that can pass through a port on a daily basis from arrival at the port to loading onto a ship or plane, or from the discharge from a ship or plane to the exit (clearance) from the port complex. Throughput is usually expressed in measurement tons, short tons, or passengers. Reception and storage limitation may affect final throughput. (Joint Pub 1-02)

Time Phase Force and Deployment Data - The Joint Operation Planning and Execution System database portion of an operation plan; it contains time-phased force data, non-unit-related cargo and personnel data, and movement data for the operation plan, including the following: a. In-place units; b. Units to be deployed to support the operation plan with a priority indicating the desired sequence for their arrival at the port of debarkation; c. Routing of forces to be deployed; d. Movement data associated with deploying forces; e. Estimates of non-unit-related cargo and personnel movements to be conducted concurrently with the deployment of forces; and f. Estimate of transportation requirements that must be fulfilled by common-user lift resources as well as those requirements that can be fulfilled by assigned or attached transportation resources. Also called TPFDD. (Joint Pub 1-02)

Time Phase Force and Deployment Data Maintenance - The deliberate planning process that requires a supported commander to incorporate changes to time-phased force and deployment data (TPFDD) that occur after the TPFDD becomes effective for execution. TPFDD maintenance is conducted by the supported combatant commander in coordination with the supporting combatant commanders, service components, U.S. Transportation Command, and other agencies as required. At designated intervals, changes to data in the TPFDD, including force structure, standard reference files, and services' type unit characteristics files, are updated in Joint Operation Planning and Execution System (JOPES) to ensure currency of deployment data. TPFDD maintenance may also be used to update the TPFDD for Chairman of

the Joint Chiefs of Staff or Joint Strategic Capabilities Plan submission in lieu of refinement during the JOPES plan development phase. Also called TPFDD maintenance. (Joint Pub 1-02)

Time-Phased Force and Deployment Data Refinement - For both global and regional operation plan development, the process consists of several discrete phases time-phased force and deployment data (TPFDD) that may be conducted sequentially or concurrently, in whole or in part. These phases are concept, plan development, and review. The plan development phase consists of several sub-phases: forces, logistics, and transportation, with shortfall identification associated with each phase. The plan development phases are collectively referred to as TPFDD refinement. The normal TPFDD refinement process consists of sequentially refining force, logistic (non-unit-related personnel and sustainment), and transportation data to develop a TPFDD file that supports a feasible and adequate overlapping of several refinement phases. The decision is made by the supported commander, unless otherwise directed by the Chairman of the Joint Chiefs of Staff. For global planning, refinement conferences are conducted by the Joint Staff in conjunction with US Transportation Command. TPFDD refinement is conducted in coordination with supported and supporting commanders, services, the Joint Staff, and other supporting agencies. U.S. Transportation Command, will normally host refinement conferences at the request of the Joint Staff or the supported commander. Also called TPFDD refinement. (Joint Pub 1-02)

Time Phased Force and Deployment List - Appendix 1 to Annex A of the operation plan. It identifies types and/or actual units required to support the operation plan and indicates origin and ports of debarkation or ocean area. It may also be generated as a computer listing from the time-phased force and deployment data. Also called TPFDL.

Times - (C-, D-, M-days end at 2400 hours Universal Time (Zulu time) and are assumed to be 24 hours long for planning.) The Chairman of the Joint Chiefs of Staff normally coordinates the proposed date with the commanders of the appropriate unified and specified

commands, as well as any recommended changes to C-day. L-hour will be established per plan, crisis, or theater of operations and will apply to both air and surface movements. Normally, L-hour will be established to allow C-day to be a 24-hour day. a. C-day - The unnamed day on which a deployment operation commences or is to commence. The deployment may be movement of troops, cargo, weapon systems, or a combination of these elements using any or all types of transport. The letter "C" will be the only one used to denote the above. The highest command or headquarters responsible for coordinating the planning will specify the exact meaning of C-day within the aforementioned definition. The command or headquarters directly responsible for the execution of the operation, if other than the one coordinating the planning, will do so in light of the meaning specified by the highest command or headquarters coordinating the planning. b. D-day - The unnamed day on which a particular operation commences or is to commence. c. F-hour - The effective time of announcement by the SecDef to the Military Departments of a decision to mobilize Reserve units. d. H-hour - The specific hour on D-day at which a particular operation commences. e. H-hour (amphibious operations) - For amphibious operations, the time the first assault elements are scheduled to touch down on the beach, or a landing zone, and in some cases the commencement of countermine breaching operations. f. L-hour - The specific hour on C-day at which a deployment operation commences or is to commence. g. L-hour (amphibious operations) - In amphibious operations, the time at which the first helicopter of the helicopter-borne assault wave touches down in the landing zone. h. M-day - The term used to designate the unnamed day on which full mobilization commences or is due to commence. i. N-day - The unnamed day an active duty unit is notified for deployment or redeployment. j. R-day - Redeployment day. The day on which redeployment of major combat, combat support, and combat service support forces begins in an operation. k. S-day - The day the President authorizes Selective Reserve call-up (not more than 200,000). l. T-day - The effective day coincident with Presidential declaration of national emergency and authorization of partial mobilization (not more than 1,000,000 personnel exclusive of the 200,000 call-up). m. W-day

- Declared by the National Command Authorities, W-day is associated with an adversary decision to prepare for war (unambiguous strategic warning). (Joint Pub 1-02)

Type Unit - A type of organizational or functional entity established within the Armed Forces and uniquely identified by a five-character, alphanumeric code called a unit type code. (Joint Pub 1-02)

Unified Command - A command with a broad continuing mission under a single commander and composed of significant assigned components of two or more Military Departments that is established and so designated by the President, through the SecDef with the advice and assistance of the Chairman of the Joint Chiefs of Staff. (Joint Pub 1-02)

Unit - 1. Any military element whose structure is prescribed by competent authority, such as a table of organization and equipment; specifically, part of an organization. 2. An organization title of a subdivision of a group in a task force. 3. A standard or basic quantity into which an item of supply is divided, issued, or used. In this meaning, also called unit of issue. 4. With regard to Reserve Components of the Armed Forces, denotes a Selected Reserve unit organized, equipped, and trained for mobilization to serve on active duty as a unit or to augment or be augmented by another unit. Headquarters and support functions without wartime missions are not considered units. (Joint Pub 1-02)

Unit Designation List - A list of actual units by unit identification code designated to fulfill requirements of a force list. (Joint Pub 1-02)

Unit Identification Code - A six-character, alphanumeric code that uniquely identifies each Active, Reserve, and National Guard unit of the Armed Forces. Also called UIC. (Joint Pub 1-02)

Unit Line Number - A seven-character alphanumeric code that describes a unique increment of a unit deployment, i.e., advance party, main body, equipment by sea and air, reception team, or trail party, in a Joint Operation Planning and Execution System time-phased

force and deployment data. Also called ULN. (Joint Pub 1-02)

Unit Type Code - A Joint Chiefs of Staff developed and assigned code, consisting of five characters that uniquely identify a "type unit." Also called UTC. (Joint Pub 1-02)

Warning Order - A preliminary notice of an order or action that is to follow. 2. (DOD only) A crisis action planning directive issued by the Chairman of the Joint Chiefs of Staff that initiates the development and evaluation of courses of action by a supported commander and requests that a commander's estimate be submitted. 3. (DOD only) A planning directive that describes the situation, allocates forces and resources, establishes command relationships, provides other initial planning guidance, and initiates subordinate unit mission planning (Joint Pub 1-02).

APPENDIX H

ACRONYMS

<u>ABBREVIATION</u>	<u>LONG TITLE</u>
A/DACG	arrival/departure airfield control group
AAA	arrival and assembly area
AAC	activity address code
AALPS	automated air load planning system
AAOG	assembly area operations group
AC	active component
ACE	aviation combat element
ACL	allowable cabin load
ADCON	administrative control
ADP	automatic data processing
AE	assault echelon
AEL	allowance equipment list
AFOE	assault follow-on echelon
AGS	aviation ground support
AGSE	aviation ground support equipment
AIMD	aircraft intermediate maintenance department
AIS	automated information systems
AIS	automated information system
AIT	automated identification technology
AL	allowance list
ALCC	airlift control center
ALCON	all concerned
ALD	available-to-load date at the POE
AMC	Air Mobility Command
AMHD	automated message handling service
AMOPS	army mobilization operations system
AOR	area of responsibility
APL	allowance parts list
APOD	aerial port of debarkation
APOE	aerial port of embarkation
ARR	allowance requirements register
ASL	authorized stockage list
ASM	automated scheduling message
AT	annual training (formerly ATD)
ATI	air terminal identifier
ATF	amphibious task force
ATLASS	asset tracking logistics and supply system

AVCAL	aviation consolidated allowance list
BBP	break bulk point
BLT	battalion landing team
BOSG	base operations support group
BSSG	brigade service support group
BUMED	Bureau of Medicine and Surgery
C-day	day specified by JCS when deployment begins
C2	command and control
C3	command, control, and communications
C4I	command, control, communications, computers, and intelligence
C4I2	command, control, communications, computers, intelligence, and interoperability
CAM	crisis action module
CAP	crisis action planning
CARF	combat active replacement factor
CASEST	casualty estimator (Marine Corps application)
CAT	crisis action team
CATF	commander, amphibious task force
CBBLs	hundreds of barrels (POL)
CCA	combat cargo assistance
CCC	cargo category code
CCDR	combatant commander
CCIR	commander's critical information requirements
CCO	combat cargo officer
CCSP	common contingency support package
CE	command element
CESP	civil engineering support plan
CFH	combat flying hours
CHOP	change of operational control
CI	counterintelligence
CIN	cargo increment number
CIS	common item support
CJCS	Chairman, Joint Chiefs of Staff
CLF	commander, landing force
CMC	Commandant of the Marine Corps
CMPF	commander, maritime prepositioning force
CMOS	cargo movement operations system
CNO	Chief of Naval Operations
CNSE	commander, naval support element
COA	course of action

COCOM	combatant command (command authority)
COG	center of gravity
COI	communications operating instructions
COMCAB	commander, Marine Corps air bases
COMINT	communications intelligence
COMMARCORSSYSCOM	Commander, Marine Corps Systems Command
COMMARFOR	Commander, Marine Forces
COMNAVSURFLANT	Commander, Naval Surface Forces, Atlantic Fleet
COMPSRON	commander, MPS squadron
COMSEC	communications security
CONOPS	concept of operations
CONPLAN	concept plan
CONUS	Continental United States
COSAL	consolidated shipboard allowance list
CPF	combat planning factor
CPG	contingency planning guidance
CRD	combatant commander's required date
CS	combat support
CSA	container storage area
CSP	contingency support package
CSS	combat service support
CSSD	combat service support detachment
CSSE	combat service support element
CSSP	common contingency support package
DACG	departure airfield control group
DASC	direct air support center
DC	Deputy Commandant
DC, I&L	Deputy Commandant for Installations and Logistics
DC, M&RA	Deputy Commandant for Manpower and Reserve Affairs
DC, PP&O	Deputy Commandant for Plans, Policies and Operations
DCA	Defense Communications Agency
DCS	Defense Communications System
DEST	destination
DEPORD	deployment order
DESC	defense energy support center
DLA	Defense Logistics Agency
DNBI	disease/non-battle injury
DOA	day(s) of ammunition
DOD	department of defense
DODIC	department of defense identification code
DOS	day(s) of supply

DOT	deployment operations team
DOW	died of wounds
DUC	deploying unit commander
DPG	Defense Planning Guidance
DTF	dental treatment facility
EAD	earliest arrival date at POD
EAF	equipment allowance file/expeditionary airfield
EAP	emergency action plan
EDD	estimated delivery date
EPW	enemy prisoner of war
ESI	essential sustainment items
EW	electronic warfare
F-hour	time mobilization begins
F/AD	force activity designator
F/W	fixed wing
FAP	fleet assistance program
FAST	fleet antiterrorism security team
FDO	force deployment officer
FDO	flexible deterrent option
FDP&E	force deployment planning and execution
FIE	fly-in echelon
FISP	fly-in support package
FM	force module
FMCC	force movement control center
FMCR	Fleet Marine Corps Reserve
FMID	force module identification
FMF	Fleet Marine Force
FML	force module library
FOB	forward operating base
FOSP	follow-on support package
FRAG	fragmentary order
FRG	force requirements generator
FRN	force requirement number
FSSG	force service support group
FST	fleet surgical team
FUNCPLAN	functional plan
FWD	forward
GCCS	global command and control system
GCE	ground combat element
GEOCODE	geographic location code
GEOFILE	standard specified geographic location file
GEOLOC	synonymous with GEOCODE

GFC	gaining force commander
GFM	global force management
GME	garrison mobile equipment
GSA	general service administration
GTN	global transportation network
H-hour	time an operation commences
HN	host nation
HQMC	Headquarters, U.S. Marine Corps
HTC	home training center
I&L	installation and logistics
IA	individual augmentation
IAS	intelligence analysis system
ICCE	individual combat carrying equipment
ICODES	integrated computerized deployment system
ICP	inventory control point
IDF	item data file
ILOC	intermediate location
IMA	Individual Mobilization Augmentee
IMM	integrated materiel manager
IMRL	individual material readiness list
IPL	integrated priority list
IPR	intelligence preparation of the battlespace
IRBE	initial remain behind equipment
IRR	Individual Ready Reserve
ISB	intermediate staging base
ISSA	inter-service support agreement
ITV	in transit visibility
JCS	Joint Chiefs of Staff
JCSCC	Joint Chief of Staff cargo category code
JET	JOPEs editing tool
JFAST	joint flow and analysis system for transportation
JFRG II	joint forces requirements generator II
JLOTS	joint logistics over the shore
JOPEs	joint operation planning and execution system
JOPEsREP	joint operation planning and execution system reporting
JPD	joint planning document
JPEC	joint planning and execution community
JPO	joint petroleum office

JRSOI	joint reception, staging, onward movement and integration
JS	Joint Staff
JSCP	Joint Strategic Capabilities Plan
JSOC	Joint Special Operations Command
JSOTF	joint special operations task force
JSPS	joint strategic planning system
JSR	Joint Strategic Review
JTF	joint task force
JTTP	joint tactics techniques and procedures
LAD	latest arrival date at POD
LCAC	landing craft, air cushioned
LFORM	landing force operational reserve material
LHA	amphibious assault ship (general purpose)
LHD	amphibious assault ship (multipurpose)
LMCC	logistics and movement control center
LOC	line of communication
LOGAIS	logistics automated information system
LOI	letter of instruction
LPD	amphibious transport, dock (landing platform dock)
LPH	amphibious assault ship (landing platform - helicopter)
LSD	amphibious ship, dock (landing ship, dock)
M-day	the day full mobilization begins
M&RA	Manpower and Reserve Affairs
MACG	Marine air control group
MAG	Marine aircraft group
MAGTF	Marine air-ground task force
MAGTF II	Marine air ground task force II system
MALS	Marine aviation logistics squadron
MALSC	Marine aviation logistics support concept
MALSP	Marine aviation logistics support program
MARCORLOGCOM	Marine Corps logistics command
MARCORSYSCOM	Marine Corps systems command
MARFORPAC	Marine Forces Pacific
MARFORLANT	Marine Forces Atlantic
MATCS	Marine air traffic control squadron
MAW	Marine aircraft wing
MBBLs	thousands of barrels

MCAS	Marine Corps air station
MCB	Marine Corps base
MCC	monitored command code
MCCDC	Marine Corps Combat Development Command
MCLB	Marine Corps logistics base
MCCP	Marine Corps Capabilities Plan
MCMPs	Marine Corps mobilization processing system
MCPP	Marine Corps planning process
MCRD	Marine Corps recruit depot
MCSF	Marine Corps security forces
MDL	MAGTF data library
MDSS II	MAGTF deployment support system
MEB	Marine expeditionary brigade
MEF	Marine expeditionary force
MEU	Marine expeditionary unit
MFE	material feasibility estimator
MHE	material handling equipment
MIA	missing in action
MIC	mid-intensity conflict
MILSTAMP	military standard transportation and movement
MIPS	manpower integrated personnel system
MMAS	manpower mobilization assignment system
MMP	MAGTF Master Plan
MMS	manpower management system
MOA	memorandum of agreement
MOS	military operational specialty
MPF	maritime prepositioning force
MPS	maritime prepositioning ship
MPSRON	maritime prepositioning ship squadron
MRTM	manpower requirements tracking module
MSC	major subordinate command/Military Sealift Command
MTON/MT	measurement tons (40 cubic ft) check amount
MWSS	Marine wing support squadron
MCPP-N	Marine Corps pre-positioning - Norway
NAVAIR	Naval Air Systems Command
NAVCHAGRU	naval cargo handling port group
NAVICP	naval inventory control point
NAVRESFOR	Naval Reserve Forces
NCMP	Naval Capabilities and Mobilization Plan
NMCC	National Military Command Center
NMS	National Military Strategy

NNOR	non-nuclear ordnance requirements
NSC	National Security Council
NSE	navy support element
NSN	national stock number
NSS	national security strategy
OCONUS	outside the continental United States
OPCON	operational control
OPLAN	operation plan
OPORD	operation order
OPREP	operational report
OPT	operational planning team
OSD	Office of the Secretary of Defense
OWRMS	other war reserve material stores
PAX	passengers
PCSP	peculiar contingency support package
PD	port designator
PEB	pre-expended bin
PHIB	amphibious
PHIBGRU	amphibious group
PHIBRON	amphibious squadron
PIN	personnel increment number
PLAD	plain language address
POCG	port operations control group
POD	port of debarkation
POE	port of embarkation
POG	port operations group
POL	petroleum, oil, lubricant
PPBE	planning, programming, and budgeting execution system
PROVORG	providing organization
PWRMS	prepositioned war material stocks
R/W	rotary wing
RBE	remain-behind-equipment
RC	Reserve Component
RDD	required delivery date at destination
RFC	request for capabilities
RFF	request for forces
RLD	ready-to-load date at origin
RLT	regimental landing team
ROLMS	retail ordnance logistics management system
RQT	rapid query tool
RTC	reserve training center
RUC	reporting unit code

SDDC	Surface Deployment and Distribution Command
SE	support equipment
SecDef	Secretary of Defense
SHORCAL	shore consolidated allowance list
SMCR	Selected Marine Corps Reserve
SMO	strategic mobility officer
SMU	SASSY management unit
SOC	special operations capable
SOP	standing operating procedure
SORTS	status of resources and training system
SP	service point
SPG	strategic planning guidance
SPMAGTF	special purpose Marine air ground task force
SPOE	seaport of embarkation
STON	short ton
SUC	supported unit code
TA	training allowance
TAA	tactical assembly area
TACLOG	tactical-logistics group
TAMCN	table of authorized material number
TAC	tactical address code
TACON	tactical control
TAUDL	transportation asset UDL
TAVB	aviation logistic support ship
TBA	table of basic allowance
TCC	transportation component command
TCN	transportation control number
T/E	table of equipment
TEA	transportation engineering agency
TFE	transportation feasibility estimator
TFSMC	total force structure Marine Corps
T/M/S	type/model/series
T/O	table of organization
TPFDD	time-phased force and deployment data
TPFDL	time-phased force and deployment list
TSS	trim stability and stress report
TUCHA	type unit characteristics
UCP	Unified Command Plan
UD	unit diary
UIC	unit identification code
ULN	unit line number
UNAFF	Unified Action Armed Forces (Joint Pub 0-2)

NAVMC DIR 3000.18, FDP&E PROCESS MANUAL

UMCC	unit movement control center
USPACOM	United States Pacific Command
USSOCOM	United States Special Operations Command
USTRANSCOM	United States Transportation Command
UTC	unit type code
WHNS	wartime host nation support
WIA	wounded in action
WPS	world port system
WRMR	war reserve materiel requirement